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Seventeenth Statistical Issue
Contents

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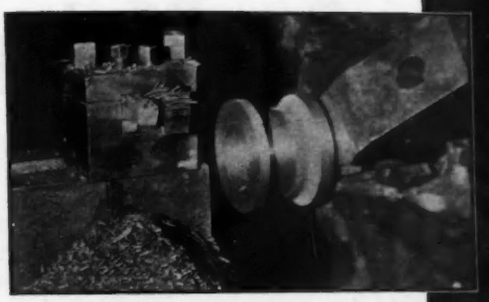

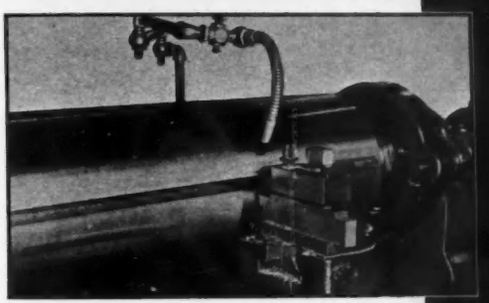

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AUTOMOTIVE INDUSTRIES

Vol. 72, No. 8 ▫ THIRTY-SEVENTH YEAR ▫ February 23, 1935

A Great Industry—A Major Factor In National Recovery

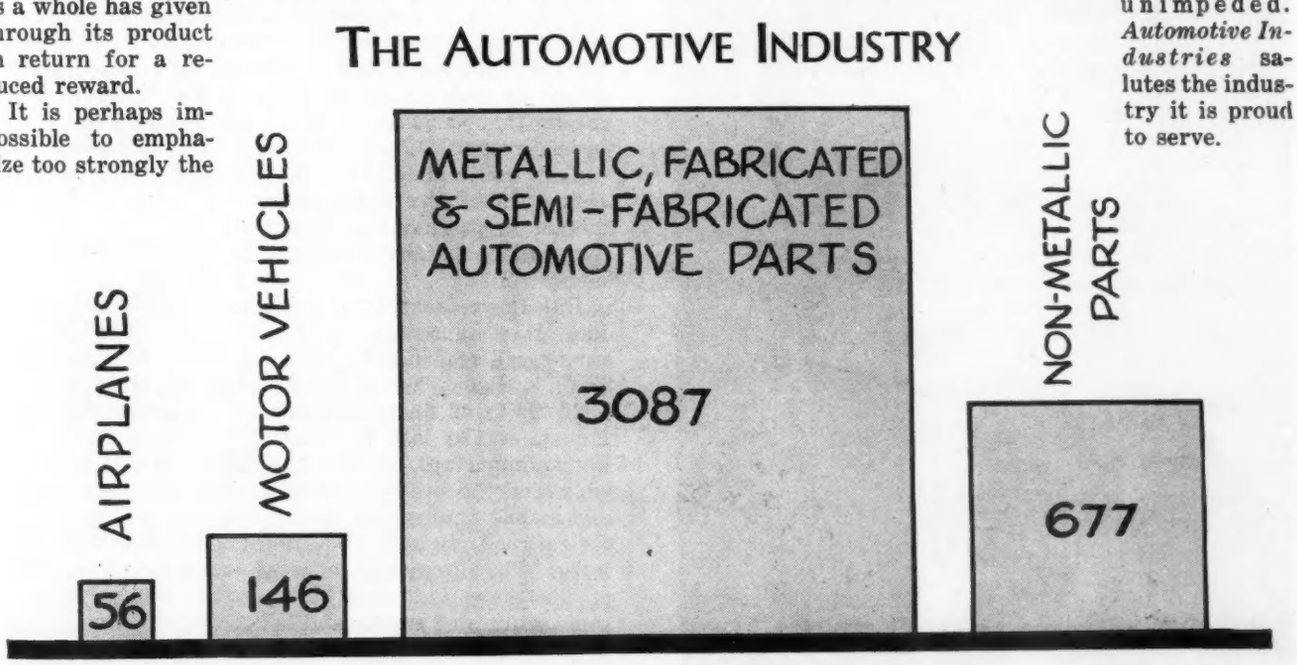
By Julian Chase

NO group in the whole of industrial America has made a greater contribution to the restoration of national prosperity than have the automotive manufacturers. They have earned direct credit for material accomplishment measured in increased employment and extended buying power. They have provided leadership, truly inspiring, by their concrete manifestations of resourcefulness, aggressiveness and courage. All America has benefited by the example they have set. All America has profited by the things that they have done.

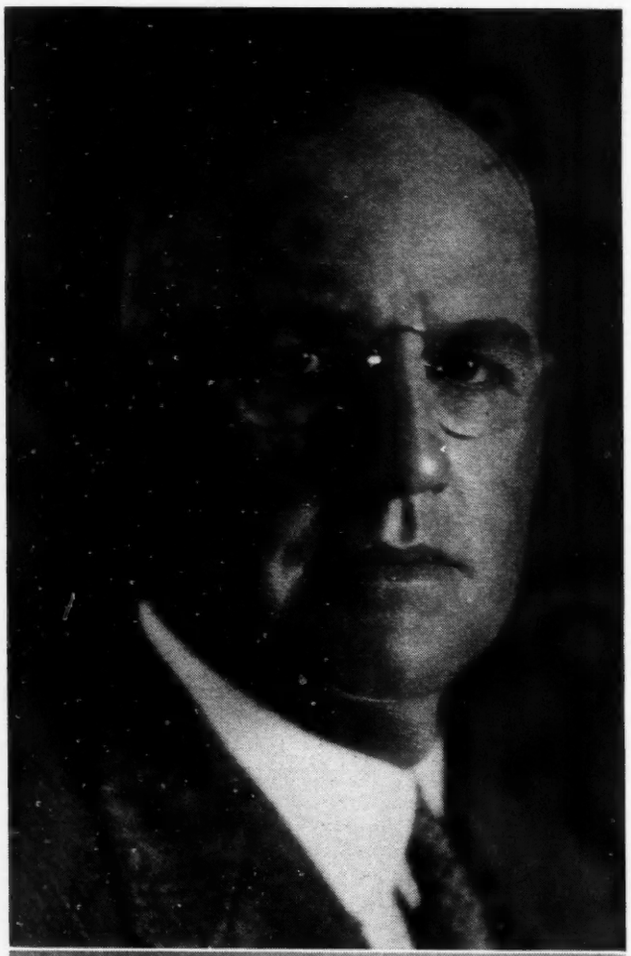
In this, the Seventeenth Annual Statistical Issue of *Automotive Industries*, are to be found factual proofs of the industry's progress—statistics, specifications, comparative data. They show the gains that have been made in spite of unprecedented restriction and hindrance, under conditions of inordinate discouragement. They do not show, naturally, so obviously as the truth deserves, the benefits to our entire social-economic system which have resulted from these gains and from the greater value in service to mankind which the industry as a whole has given through its product in return for a reduced reward.

It is perhaps impossible to emphasize too strongly the importance to our national well-being of the automotive industry with its output, in a year no better than that just passed, running to a wholesale value of approximately two and a quarter billion dollars. On that output excise taxes alone amounting to some sixty-nine million dollars were paid into the national treasury. But that is only the beginning of the story. Besides the four thousand of complete vehicle, parts, accessory, maintenance equipment and other manufacturing companies which make up the industry itself, hundreds of allied but separate and complete industries, even more than normally, in times like these, depend for their opportunity to give and extend employment, upon the manufacture and the sale of automobiles. Thousands of dealers and more thousands of service men with their still more thousands of salesmen and mechanics get from the new car output and the cars in service the means to buy their bread and pay their rent and taxes.

For the welfare of all, for a continuation of the aid and initiative which it has supplied to industry generally, may the progress of the automotive industry be unimpeded. *Automotive Industries* salutes the industry it is proud to serve.



The plants which turn out cars, trucks, buses, tractors and airplanes are but the nucleus of the gigantic organism which is the automotive industry. Besides the manufacturers included in the chart above, there are many more who furnish to the industry raw material, plant equipment and supplies in almost endless variety. Upon the welfare of the automotive industry, the welfare of a substantial portion of all industrial America depends.



Productivity Makes Employment

By Alvan Macauley
President, Automobile Manufacturers' Association;
President, Packard Motor Car Company

WHEN American business can operate profitably the country is going to be more prosperous. These two most desirable elements in business, profits and prosperity, are wedded together by fixed economic laws. There are indications that many barriers to profitable operation of the country's business have been lowered—or are lowering. If this is true it is a distinct note of encouragement as we face a new year.

Productivity in business—all business—increases with profitable operation and business productivity is what this country now needs to put its people back happily at work. It's an all important cycle. Greater productivity gives greater employment and greater employment creates the need for greater productivity. It's to be hoped that no added barrier to profitable operations will be erected in 1935 and that those which may now exist will be leveled.

Certainly, great efforts were made by the automotive industry during 1934 to spur the country's business. They were well directed efforts and had they not been made it is easy to believe 1934 might have dealt less kindly to all business than it did. The spending of millions of dollars by the industry is concrete evidence that courage is not lacking on its part at this time. Efforts are being redoubled.

More Cars—Greater Prosperity

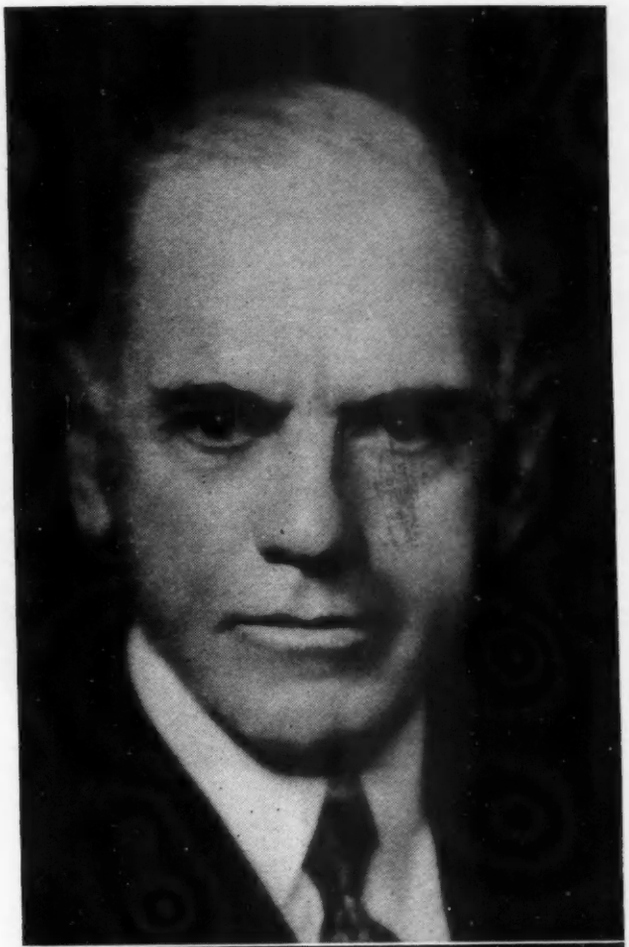
By Roy D. Chapin
Former Secretary of Commerce;
President, Hudson Motor Car Co.

WE are all familiar with statistics showing the really incredible proportion of our population whose livelihood comes, either directly or indirectly, from the automobile industry. This total in itself means that the prosperity of our people and country is in direct relation to the volume of automobile sales —they rise and fall together. Happily they are now rising. The increased buying power provided by automobile wages and commissions is a major factor—unquestionably the greatest—in our successful economic effort.

But there is another point that is of importance, too. It is agreed that a final, soundly-founded prosperity will return only when the heavy industries are again active. The various problems involved, particularly those of financing, necessarily make the heavy industries the last to climb from inactivity. It is highly important, though, that the type of production on which the heavy industries depend be kept active and mobile against the time when they will be needed for railroad, highway, building and other construction work. The automobile industry (actually a first cousin of the heavy industries) fortunately depends on the same sources of supply and is keeping them active and in position to meet the further needs that appear to be not far off.

Automobiles and Steel

By Eugene G. Grace
President, American Iron & Steel Institute;
President, Bethlehem Steel Co.



IN the complex structure of modern industrial civilization, the well-being of one business is closely interrelated with the prosperity of the whole.

In two particulars the advancement of the automobile business has a healthy effect upon the steel industry. The first is obviously in the field of general employment. The steel industry has a normal payroll force of somewhere around 420,000. Activity in the automobile market creates immediately a sizable demand for sheets, alloys, bars and other materials. This is reflected in the pay envelope of the steel worker. Especially in recent years when the men have experienced so much short-time employment this influence is immediately noticeable and gratifying.

There is another factor which has received less attention. The emphasis by the automobile industry on improved steels, accentuating lightness and strength, has been a stimulus to the brain-workers in the steel plants, such as the metallurgists and engineers. This stimulus has been not only in the line of employment but also it has been an inspiration to creative achievement. In adding impetus to scientific advance the automobile industry is contributing to our general economic future, for these developments in motor factory and steel plant become a permanent addition to our storehouse of scientific knowledge.

Contributing to American Progress

By Walter P. Chrysler
Chairman of the Board, Chrysler Corporation

ONE of the fundamental reasons for the automotive industry's continuing contribution to American progress is its constant effort to improve the automobile itself and thus increase its usefulness. All through the depression, for example, we have not hesitated to invest large sums of money in engineering research and in improving production facilities with a view to bettering design, quality and performance of the car and yet fit it to the pocketbooks of potential purchasers under prevailing economic conditions.

A most significant business indication at any time is the demand for automobiles. Today this index shows unmistakably either a greater buying power on the part of the public or a greater willingness to buy. Perhaps it is both. The fact is that the automobile industry has the largest number of orders on hand since 1929 and is in a better position to fill them promptly.

In its persistent search for a better product, for new and better ways of doing things, looking toward more economical production and operation of automobiles, the motor car industry has greatly stimulated technical development in other complementary industries. The result is that automobile manufacture is not only prepared for business revival, but gives most promise of contributing substantially toward bringing it about.

A Continuous Producer of Wealth

By Henry T. Ewald

President, Campbell-Ewald Company

EVERY motor car that leaves the factory represents money paid for wages and salaries to those who produced it; money paid to a small army of parts and equipment makers scattered throughout the country; money paid to steel, iron and aluminum mills, to lumber mills, to glass and textile mills, to paint and varnish manufacturers and to tire makers.

It is a source of profit to thousands of distributors, dealers and salesmen scattered in every city, town and hamlet in the country.

Once it leaves the salesroom it becomes a five to seven, or even ten years, source of revenue to untold thousands of oil and gas producers, oil and gas distributors, service stations and garages, replacement parts makers, tire manufacturers and many others who contribute to its operation and upkeep.

Probably no other industry contributes to the welfare of so large a proportion of the people, or is so far reaching in its effect upon the prosperity of the nation. Continued increase in motor car production inevitably means a continued upward trend in general business conditions.

This Work Must Go On

By Charles B. Bohn

President, Bohn Aluminum and Brass Corporation

WE are not standing still in the automobile industry. Year by year we are offering the public better cars for less money. This does not necessarily mean that prices will continue to drop but it does mean that the quality of the product per dollar expended will continue to increase. In this betterment of the product many hundreds of parts and material manufacturers will wield a vast and growing influence.

The future business of the automobile industry will be vitally affected by the research work which is being conducted in the laboratories of the parts makers today. A tremendous percentage of the pioneering and experimental work which will determine the major improvements in the coming automobile, is being sponsored by the parts and material manufacturers with the cooperation of the car engineers.

These technical developments are proceeding at a rapid pace. We can definitely state that they will soon obsolete the present type of car. The car of tomorrow will be so much better than anything now available that the greater desirability of the product will be a powerful stimulation to buying, to increased production and, hence, to increased employment.

For the good of everyone this work must go on. It should be given every opportunity to go on in order that it may reach its fullest potentialities as a factor in economic progress, as a contributor to the restoration of national prosperity.

Traffic Control Will Aid Recovery

By Paul G. Hoffman

President, The Studebaker Sales Corp. of America

THE motor vehicle has created a new type of society. Its benefits can be still further enlarged by effective guiding rather than by retributive restriction of its operation.

Control of automobile traffic to prevent accidents and to insure development of maximum economic and social values from automobile use is essential to full business recovery.

Both of these objectives must be achieved if the interests of the whole public are best to be served.

To gain general observance, traffic regulation must permit the fullest possible use of the modern motor vehicle. To safeguard people from accidents, the highway and street conditions surrounding vehicle operation must be studied with that thought in mind. More attention must be concentrated on positive moves for betterment of traffic conditions and less on merely punitive measures taking effect after accidents have happened.

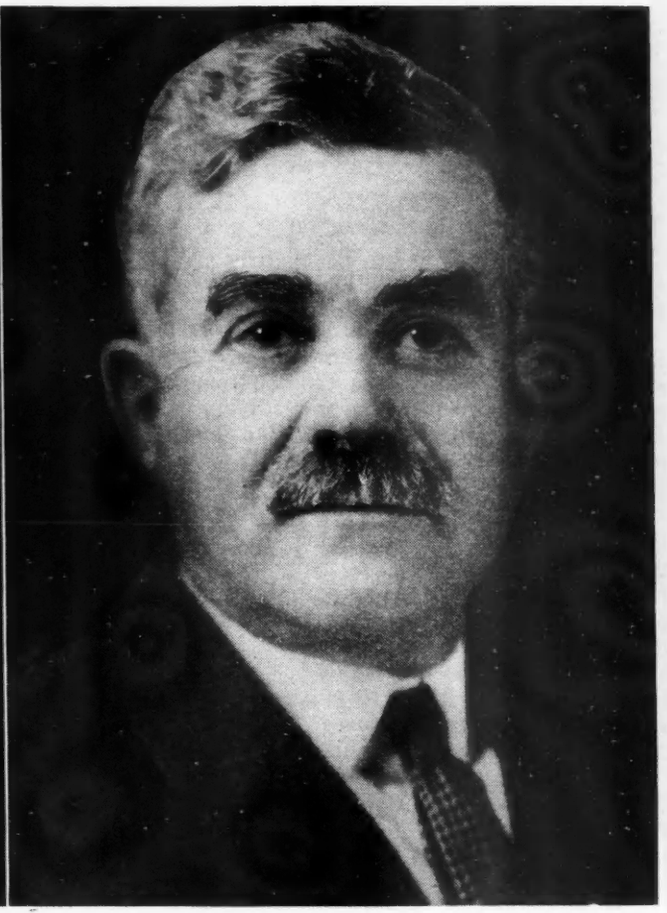
Automobile manufacturers in the future should take a far more active part in practical efforts to achieve these ends than they have thus far. They are face to face with an opportunity as well as an obligation.

Aid in the Forward March

By Mason T. Rogers

President, Motor and Equipment Manufacturers Association; Vice-President, Multibestos Co.

I BELIEVE that history will repeat itself and that the automobile industry will continue to lead the march to industrial recovery. I believe that research —the perfecting of new ideas—will be largely responsible for this development. But with the production and sale of over three million vehicles in 1935 (and all that that means in stimulating other industries supplying the automotive) goes the need for adequate servicing of those and the other twenty-two million vehicles operating on the highways. It is the responsibility of the men connected with the aftermarket activities to keep pace with the research men at the factories to the end that the most modern servicing equipment may be made available and essential service material may reach the ultimate consumer with the least amount of effort and at the lowest possible cost. The solution of these problems will do much to increase the use of automobiles and thus aid in the forward march.



Fundamental Forces for Recovery

By H. L. Horning

President, Waukesha Motor Co.

IN the last few months I have personally viewed recovery in Sweden and England, and looking back at the United States from that standpoint and somewhat objectively, the following is my analysis of our economic situation for 1935 and 1936:

The sum of individual effort and courage properly directed, carrying on against all odds, depending on faith rather than certainty in making one desperate try after another, has defeated other depressions. These are the sustaining forces on which our hopes are staked, and they are prevailing against every discouraging obstacle Washington is throwing in the way of business and industry.

Our true economic trend is in the hands of every man, and, while it can be harassed, hindered, aided, and abetted to some extent by politics, it cannot be dominated or stopped by a political party or a President. This is our supreme assurance. A bit of European satire is: "Wouldn't it be too bad if the depression came to an end before the experts found a cure for it."

Markets will dip, industries will stagger, and discouragement will hold back orders, but recovery will march steadily on.

New Motor Equipment Needed

By A. J. Brosseau

Vice-President, Automobile Manufacturers' Association; President, Mack Trucks, Inc.

FROM current sales of gasoline for motor vehicle use it is quite evident that existing equipment is being overworked and that the necessity for replacements, as yet, has been given scant attention.

It is of greatest importance that this second rate keep pace with the first, if we are to preserve proper balance in the economics of highway transportation and help to restore general prosperity.

For the promotion of general safety, the operator of high-grade equipment, which is now over ten years old, owes it to himself and his neighbor either to bring this old equipment up to modern safety standards, or replace it with new equipment.

AUTOMOTIVE INDUSTRIES acknowledges with gratitude the generous cooperation of the statisticians of the industry, here and abroad and of the motor vehicle departments of the various states in the preparation of material for this issue. The statistics and specifications were compiled under the supervision of Marcus Ainsworth, Chilton staff statistician.

Buying Power from Shop Equipment

By W. C. Allen
Chairman, Shop Equipment Associates;
Sales Manager, Brunner Mfg. Co.

INCREASED activity in automobile manufacturing has been accompanied by a greater demand for maintenance work which, in turn, has revived interest in and demand for profit producing shop equipment.

Shop equipment—a term generally understood to mean all types of service and maintenance equipment other than hand tools—turned the corner with the rest of the automotive industry in 1934. The best proof of this improvement comes from the increased activity among automotive wholesalers and distributors who once again are looking at their equipment lines as sales and profit producers.

Many thousands of workers are engaged in the manufacture of automotive service and maintenance equipment. More thousands are dependent upon such products for profits in their daily work. The welfare of these many thousands of wage earners, jobbers, dealers and shop owners is intimately related to and dependent on the continued progress of the automotive industry as a whole toward the production volume needed to meet the pent-up demand for essential motor transportation.

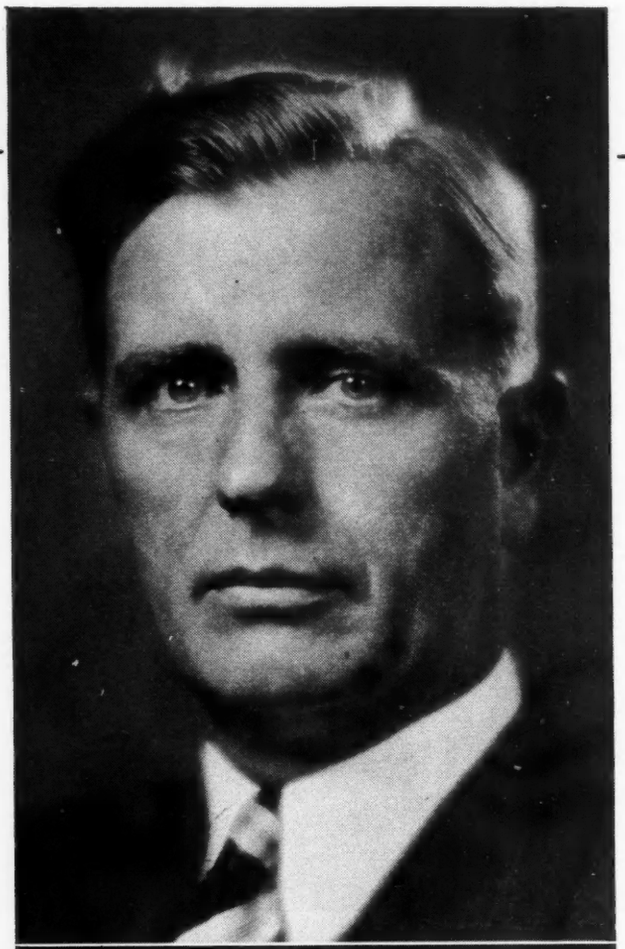
A Network of Veins Through Industry

By Royce G. Martin
President, Electric Auto-Lite Co.

INDUSTRY, in general, is heartened by the upturn in motor car production and the optimistic predictions of motor manufacturers regarding 1935 production programs.

In 1922, the automobile led the way to renewed prosperity and there is a very general feeling that this may be the case in 1935, coupled, of course, with reasonable upturn in construction and other capital goods industries. The increased schedules for the car manufacturers spread like a network of veins throughout the entire industrial structure of America. Steel operations have stepped up rapidly recently for which motor car releases have been largely responsible. Our own business has shown the largest volume since 1930.

This increase means increased production for hundreds of other companies who supply us with raw material and that business means releases from them to other hundreds of suppliers of material, so that the billion-and-one-quarter dollar volume of the motor car companies becomes several billions to American industry, a very large part of which is again spent with manufacturers of consumer goods, resulting in an accumulation of business that is more impressive by far than any expenditure by the Federal Government, no matter how big, within reason, it may be.



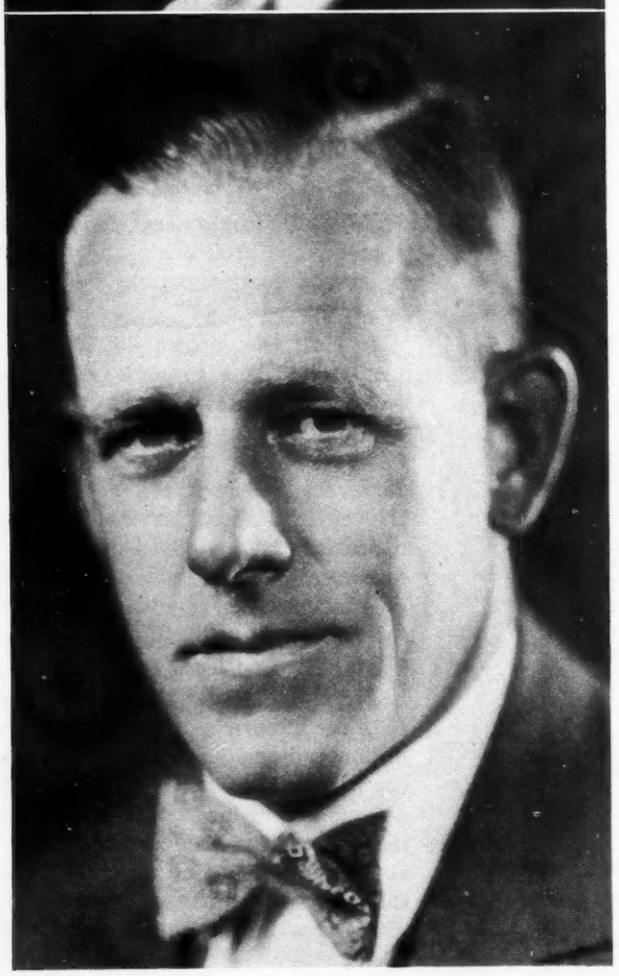
Recovery Potentialities In Parts Industry

By F. S. Kimmerling

President, AC Spark Plug Co.

THE size of the industry which is devoted to the development of specialized parts for the automobile manufacturer and for the maintenance of the country's 24,000,000 cars and trucks in service is generally not fully appreciated. The annual volume of this group of manufacturers is in excess of one billion dollars.

It is estimated that if the cars now on the roads went into service shops for needed repairs and adjustments, it would require parts, tool and equipment makers two years of 24 hour days to supply service men the tools and parts they need. It would take these men an equal length of time to do the work.



Automotive Activity Spreads Confidence

By Sandford Brown

Vice-President, Bakelite Corp.

I HAVE been impressed during the past month on an extensive trip through the Middle West by the encouragement which has been imparted to manufacturers in allied and even remotely related lines by the sales aggressiveness and production performance of the manufacturers in the automotive industry. In talks with many manufacturing executives, the extent to which the accomplishments of the automotive manufacturers have stimulated them was evident. I am confident that if the predictions of the automotive leaders are realized during this year it will have a most salutary effect upon all industry.

Photo by Underwood & Underwood

High-Spot Automotive Statistics

The Automotive Industry as a Customer

	Percentage of Total Output Bought by Automotive Industry
Rubber	80%
Plate Glass	70
Steel and Iron	23
Hardwood Lumber	9
Copper	19
Lead	39
Aluminum	23
Nickel	28
Gasoline	85
Lubricating Oil	57

Retail Automotive Employment and Payrolls*

	Proprietors	Full-Time Employees	Payrolls
Dealers	33,823	190,691	$204,818,000
Accessory, Tire & Battery Dealers	15,626	25,341	29,596,000
Filling Stations	156,451	143,391	151,938,000
Motorcycle & Bicycle Dealers	1,694	1,064	1,153,000
Garages	101,175	71,904	76,216,000
Other Automotive	317	598	825,000
Total	309,086	432,989	$464,546,000

*1933 Census Figures. 1934 sales of these retailers are estimated by the Census Bureau to have been 22 per cent larger than in 1933. Retail automotive employment and payrolls, therefore, were undoubtedly materially larger in 1934 than in the previous year.

Production Determines Work and Wages

(Motor Vehicle Plants Only)

			Index Numbers—1929=100	
Year	Employment	Payrolls	Payrolls	Wholesale Value of Motor Vehicle Production
1934	240,000	$294,500,000	38	41
1933	190,027	233,507,619	30	28
1932	229,800	282,929,203	36	22
1931	270,464	397,207,034	51	40
1930	325,124	647,588,438	83	60
1929	427,459	775,478,810	100	100
1928	402,138	712,567,699	92	88
1927	324,665	585,823,733	76	75

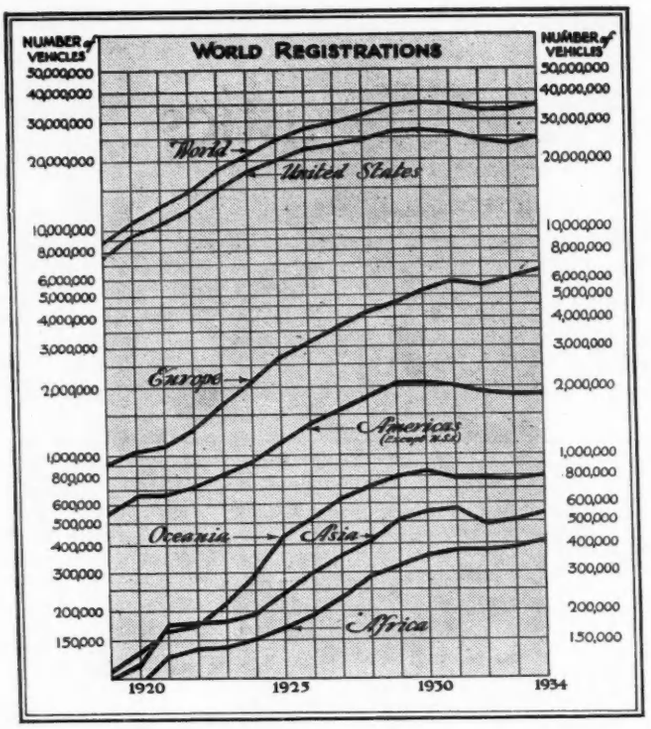
Nearly $8,000,000,000 Spent for Highway Transportation in 1934

New Cars	$1,300,000,000
New Trucks	300,000,000
Gasoline	1,800,000,000
Lubricating Oil	435,000,000
Replacement Parts	750,000,000
Service Labor	1,250,000,000
Replacement Tires and Tubes	950,000,000
Taxes	1,160,000,000
Total	$7,945,000,000

This money was spent by the owners of the 24,751,644 motor vehicles registered in 1934.

1934 Taxes!

State Gasoline Tax	$550,000,000
Federal Tax on Gasoline Motor Fuel	150,000,000
Registration and License Fees	300,000,000
Federal Excise Taxes	80,000,000
Personal Property Taxes	80,000,000
Total	$1,160,000,000



World & U. S. R

Foreign Use of Motor Cars Pa

	Motor Vehicles	* Cars
Americas (Except U. S.)	1,863,618	1,490,530
Africa	408,380	330,756
Asia	543,035	337,914
Europe	6,559,751	4,748,678
Oceania	800,693	617,954
World Total (Less U. S.)	10,175,477	7,525,832
United States†	24,751,644	21,446,191
World Total, 1934	34,927,121	28,972,023
World Total, 1933	33,399,452	27,493,378

* Incomplete for all territories.
† *Automotive Industries*—All others *The American*

U. S. Registrations Make F

For detail data see page 295.

(As of December

State	Passenger Cars 1934	Passenger Cars 1933	Trucks 1934	Trucks 1933	Buses 1934	Buses 1933	Total Registered Motor Vehicles 1934	Total Registered Motor Vehicles 1933	Per Cent Increase
Alabama [6]	190,344	175,483	34,094	30,234	a 838	a 618	225,276	206,335	9.2
Arizona	79,515	74,729	16,791	14,569	a 280	a 198	96,586	89,496	8.0
Arkansas	169,000	154,956	36,000	32,980	†	†	205,000	187,936	9.1
California	1,906,000	1,772,273	115,924	220,077	†	†	2,021,924	1,992,350	1.4
Colorado	238,318	239,058	26,103	27,433	*	*	264,421	266,491	—0.8
Connecticut	304,032	260,532	49,851	52,547	858	.....	354,741	313,079	13.3
Delaware	44,751	42,614	9,394	8,485	*	*	54,145	51,099	6.0
Dist. of Columbia	162,551	146,679	17,349	17,000	742	876	180,642	164,555	9.5
Florida	277,991	232,861	55,359	45,377	.....	1,027	333,350	279,265	19.5
Georgia	316,731	275,823	60,262	49,276	†	†	376,993	325,099	16.0
Idaho	83,000	81,282	14,500	13,739	†	†	97,500	95,021	2.8
Illinois	1,285,434	1,276,864	178,496	186,186	*	*	1,463,930	1,463,050	None
Indiana	675,000	652,802	114,900	113,794	1,000	910	790,900	767,506	3.1
Iowa	589,670	561,395	74,272	68,466	†	.....	663,942	629,861	5.5
Kansas	450,000	445,583	75,500	72,404	*	*	525,500	517,987	1.4
Kentucky	282,921	262,030	36,260	32,111	464	406	319,645	294,547	8.3
Louisiana	199,160	191,993	44,479	44,393	†	†	243,639	236,386	3.3
Maine	144,000	132,902	34,000	35,271	116	†	178,116	168,173	6.0
Maryland	286,681	277,887	44,575	28,721	903	600	332,159	307,208	8.2
Massachusetts	682,750	686,249	98,508	99,854	4,134	3,685	785,392	789,788	—0.6
Michigan	1,025,548	955,570	123,405	121,639	*	*	1,148,953	1,077,209	6.8
Minnesota	593,506	579,908	103,499	99,130	206	205	697,211	679,243	2.6
Mississippi	133,000	131,764	33,500	32,924	.....	.....	166,500	164,688	1.2
Missouri	631,783	594,567	108,030	103,795	.....	*	739,813	698,362	6.0
Montana	98,826	82,765	31,388	27,480	*	*	130,214	110,245	18.1
Nebraska	340,000	336,437	56,000	53,947	200	267	396,200	390,651	1.5
Nevada	25,200	22,300	6,200	6,024	*	.....	31,400	28,324	11.0
New Hampshire	91,200	87,492	21,972	19,245	.....	261	113,172	106,998	5.8
New Jersey	735,731	697,707	123,939	120,416	4,900	8,471	864,570	826,594	4.5
New Mexico	66,445	61,065	16,099	15,290	303	293	82,847	76,648	8.1
New York	1,954,343	1,908,701	307,102	299,956	a 34,201	a 36,962	2,295,646	2,245,619	2.2
North Carolina	332,648	332,648	49,660	49,660	†	†	382,308	382,308	None
North Dakota	129,824	128,547	31,314	25,342	63	*	161,201	153,889	5.0
Ohio	1,445,000	1,396,125	158,000	158,189	*	*	1,603,000	1,554,314	3.2
Oklahoma	390,000	385,755	67,000	65,957	†	†	457,000	451,712	1.2
Oregon [4]	251,200	207,453	25,800	36,185	800	713	277,800	244,351	13.8
Pennsylvania	1,456,008	1,409,708	222,178	219,497	5,551	5,814	1,683,737	1,635,019	3.0
Rhode Island	123,960	117,793	18,935	17,965	514	503	143,409	136,261	5.1
South Carolina [5]	146,000	144,794	19,000	17,795	150	146	165,150	162,735	1.8
South Dakota	145,000	146,408	23,150	22,764	75	77	168,225	169,249	—0.5
Tennessee	303,000	278,333	37,500	33,848	a 1,800	.....	342,300	312,181	9.5
Texas	1,038,840	1,013,086	213,457	186,600	715	2,076	1,253,012	1,201,762	4.4
Utah	85,000	84,014	17,000	16,348	.....	.....	102,000	100,362	2.0
Vermont	69,223	65,531	8,612	7,924	86	121	77,921	73,576	6.0
Virginia	310,174	288,048	55,707	56,656	457	.....	366,338	344,704	6.2
Washington [7]	357,349	362,370	64,323	62,548	568	617	422,240	425,535	—0.7
West Virginia [8]	166,527	193,454	26,682	33,415	451	971	193,660	227,840	—14.8
Wisconsin	580,977	555,546	125,324	112,101	480	422	706,781	668,069	5.8
Wyoming	52,030	45,609	13,205	10,643	†	.....	65,235	56,252	16.0
Total	21,446,191	20,557,493	3,244,598	3,226,200	60,855	66,239	24,751,644	23,849,932	3.7

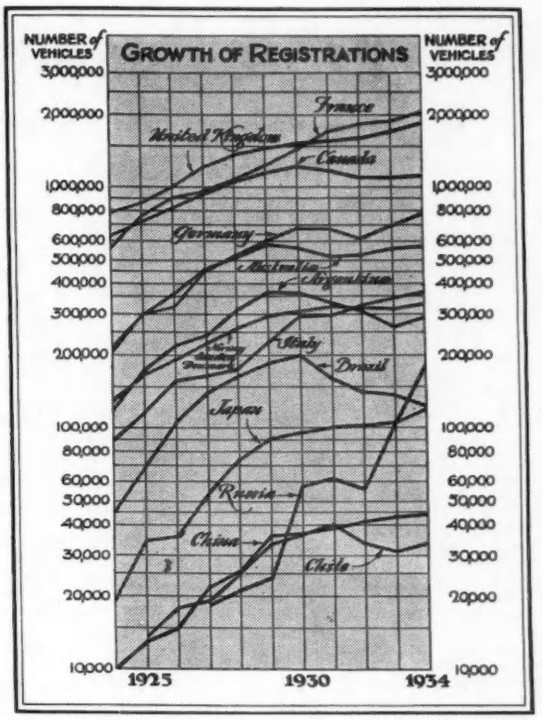
† Included with passenger cars.
* Included with trucks.
a Includes taxicabs.
[1] Includes motorcycles, cars and trucks for state and local use.
[2] Included with registered motor vehicles, as full fees are paid.
[3] Included with registered motor vehicles, as nominal fees are paid.
[4] For fiscal year July 1 to Dec. 31.
[5] Data cover only 10 months due to change in fiscal year.
[6] Fiscal year from Oct. 1 to Sept. 30.

Registrations

Passes Ten Million Mark

* Trucks	* Buses	* Motor-cycles	
342,040	22,598	14,367	....Americas (Except U. S.)
73,205	4,419	56,467	..... Africa
153,595	42,245	28,653	..... Asia
1,665,858	144,396	1,884,999	..... Europe
181,035	1,104	596	..... Oceania
2,415,733	214,762	1,985,082	World Total (Less U. S.)
3,244,598	60,855	95,643	.....United States†
5,660,331	275,617	2,080,725	.....World Total, 1934
5,369,729	236,724	.....	.....World Total, 1933

Automobile (Overseas Edition).



First Gain Since 1930

31, 1934, and 1933)

Tax-Exempt Motor Vehicles [1]		Total of All Motor Vehicles		Per Cent of Total	Persons Per Motor Vehicle	Motorcycles		Trailers		
1934	1933	1934	1933	1934	1934	1934	1933	1934	1933	State
831	991	226,107	207,326	.91	12.02	620	551	4,671	4,007	Alabama
1,800	1,564	98,386	91,060	.40	4.74	344	293	2,313	1,989	Arizona
.....	450	205,000	188,386	.82	9.15	380	356	7,000	6,887	Arkansas
35,633	35,489	2,057,557	2,027,839	8.28	3.05	9,149	8,134	76,896	73,999	California
[2]	[2]	264,421	266,491	1.06	3.90	766	788	861	832	Colorado
.....	3,150	354,741	316,229	1.43	4.67	2,360	1,985	2,513	1,816	Connecticut
.....	584	54,145	51,683	.22	4.47	334	318	1,356	912	Delaware
2,654	2,903	183,296	167,458	.74	2.76	707	808	1,170	1,112	Dist. of Columbia
3,902	3,459	337,252	282,724	1.36	4.73	1,002	740	9,886	9,567	Florida
.....	4,692	376,993	329,791	1.52	7.74	990	956	9,293	5,836	Georgia
1,230	1,219	98,730	96,240	.40	4.59	300	286	10,000	10,012	Idaho
[2]	[2]	1,463,930	1,463,050	5.89	5.38	4,766	4,959	10,792	9,228	Illinois
[2]	[2]	790,900	767,506	3.18	4.18	2,700	2,561	28,000	27,996	Indiana
4,650	4,437	668,592	634,298	2.69	3.74	1,836	1,671	3,269	2,416	Iowa
.....	4,000	525,500	521,987	2.11	3.63	710	709	3,700	3,847	Kansas
3,887	2,981	323,532	297,528	1.30	8.30	862	822	*	*	Kentucky
4,798	3,764	248,437	240,150	1.00	8.90	792	712	6,782	7,098	Louisiana
.....	2,052	178,116	170,225	.72	4.50	1,024	1,001	6,886	5,893	Maine
.....	1,400	332,159	308,608	1.34	5.03	1,537	1,485	1,434	1,383	Maryland
.....	3,300	785,392	793,088	3.16	5.51	1,375	948	752	525	Massachusetts
[2]	[2]	1,148,953	1,077,209	4.62	4.43	3,063	2,914	92,309	78,998	Michigan
.....	3,187	697,211	682,430	2.80	3.73	1,731	1,687	24,584	19,648	Minnesota
2,000	2,000	168,500	166,688	.68	12.35	200	199	900	850	Mississippi
2,071	2,273	741,884	700,635	2.98	4.97	1,638	1,492	18,024	13,110	Missouri
.....	1,300	130,214	111,545	.52	4.13	325	272	527	483	Montana
.....	1,488	396,200	392,139	1.59	3.52	975	988	17,500	14,727	Nebraska
.....	551	31,400	28,875	.13	4.97	98	92	815	631	Nevada
.....	63	113,172	107,061	.46	4.15	1,200	1,102	2,512	1,923	New Hampshire
.....	9,688	864,570	836,282	3.48	4.90	5,262	5,268	3,732	3,162	New Jersey
.....	839	82,847	77,487	.33	5.29	264	363	918	983	New Mexico
.....	23,367	2,295,646	2,268,986	9.23	5.70	12,170	11,684	18,299	13,646	New York
.....	8,878	382,308	391,186	1.54	8.64	1,151	1,151	13,012	13,012	North Carolina
462	453	161,663	154,342	.65	4.26	249	204	263	143	North Dakota
15,968	13,970	1,618,968	1,568,284	6.51	4.26	6,500	5,940	70,000	61,156	Ohio
2,000	2,000	459,000	453,712	1.85	5.41	750	700	5,000	4,184	Oklahoma
3,539	3,175	281,339	247,526	1.13	3.57	1,500	1,133	*	*	Oregon
.....	15,589	1,683,737	1,650,608	6.77	5.84	11,719	11,384	13,257	10,139	Pennsylvania
.....	1,213	143,409	137,474	.58	4.93	867	882	173	92	Rhode Island
2,900	2,878	168,050	165,613	.67	10.60	500	444	1,950	1,858	South Carolina
.....	932	168,225	170,181	.68	4.19	360	287	10,000	9,693	South Dakota
.....	3,297	342,300	315,478	1.38	7.80	1,175	1,064	3,000	2,982	Tennessee
10,988	8,530	1,264,000	1,210,292	5.07	4.86	3,213	3,355	34,123	36,043	Texas
.....	900	102,000	101,262	.41	5.10	450	447	500	457	Utah
.....	400	77,921	73,976	.31	4.64	600	553	964	683	Vermont
4,705	4,356	371,043	349,060	1.49	6.67	1,747	1,756	2,380	1,845	Virginia
7,062	7,303	429,302	432,838	1.73	3.81	1,569	1,629	5,470	4,849	Washington
.....	3,064	193,660	230,904	.78	9.25	865	1,181	1,084	2,105	West Virginia
.....	5,891	706,781	673,960	2.84	4.25	2,767	2,261	8,551	2,841	Wisconsin
536	473	65,771	56,725	.26	3.56	181	121	5,423	20	Wyoming
111,616	204,493	24,863,260	24,054,425	100.00	5.10	95,643	90,636	542,904	475,617	Total

[1] Fiscal year ending Nov. 30.
[2] Six-month period only in 1934 due to change in fiscal year.
— = Decrease.

NOTE—In the above tabulations *Automotive Industries* has endeavored to obtain the actual number of motor vehicles that had been in use during 1934. Duplications have been eliminated wherever possible. Tax-exempt or official cars or trucks have been segregated for 1933, but for 1934 are in many cases included with registered motor vehicles.

1934 Registrations by Countries

By special arrangement with El Automovil Americano and The American Automobile (Overseas Edition)

AMERICA

COUNTRY	Automobiles	Cars	Trucks	Buses	Motorcycles
Alaska	2,919	2,073	846	.....	6
Antigua	310	260	35	15	.....
Argentina	291,924	228,631	63,293	.....	.....
Bahamas	985	750	200	35	.....
Barbados	1,750	1,425	325	.....	.....
Bermuda	45	13	32	.....	.....
Bolivia	5,350	1,800	3,500	50	.....
Brazil	140,000	95,000	45,000	.....	.....
British Honduras	172	109	63	.....	.....
Canada	1,116,888	953,503	163,385	.....	10,224
Chile	33,350	22,875	9,400	1,075	750
Colombia	14,850	9,500	4,000	1,350	.....
Costa Rica	2,034	1,450	448	136	.....
Cuba	30,714	18,526	2,050	10,138	350
Dominica	80	60	20	.....	.....
Dominican Rep.	2,456	1,715	741	.....	157
Ecuador	2,450	1,500	950	.....	.....
Grenada	400	.....	.....	.....	.....
Guadeloupe	1,300	.....	.....	.....	.....
Guatemala	3,200	2,400	800	.....	.....
Guiana	1,600	.....	.....	.....	.....
Haiti	2,486	1,912	199	375	30
Honduras	1,403	950	450	3	30
Jamaica	8,725	6,800	1,800	125	550
Martinique	2,300	1,800	500	.....	.....
Mexico	90,000	61,000	22,000	7,000	1,200
Montserrat	50	.....	.....	.....	.....
Netherlands West Indies	2,373	1,470	638	265	148
Newfoundland	3,278	2,675	595	8	112
Nicaragua	756	566	170	20	70
Other West Indies	700	.....	.....	.....	.....
Panama	9,386	8,250	620	516	49
Paraguay	2,000	.....	.....	.....	.....
Peru	14,180	8,860	4,770	550	220
Puerto Rico	14,863	11,712	2,770	381	178
Salvador	2,300	.....	.....	.....	.....
St. Lucia	170	130	40	.....	.....
St. Pierre and Miquelon	100	.....	.....	.....	.....
St. Vincent	173	135	38	.....	.....
Trinidad & Tobago	7,000	5,000	2,000	.....	.....
United States	24,751,644	21,446,191	3,244,598	60,855	95,643
Uruguay	33,304	26,551	6,753	.....	.....
Venezuela	14,758	10,740	3,468	550	292
Virgin Islands	536	389	141	6	.....
Total, 1934	26,615,262	22,936,720	3,586,638	83,453	110,010
Total, 1934, less U. S.	1,863,618	*1,490,530	*342,040	*22,598	*14,367
Total, 1933, (revised)	25,677,686	21,991,837	3,568,733	82,684	*106,946
Total, 1933, less U. S. (revised)	1,827,754	*1,434,544	*342,533	*16,445	.....

*Not complete for all territories.

AFRICA

COUNTRY	Automobiles	Cars	Trucks	Buses	Motorcycles
Algeria	56,950	49,000	6,000	1,950	4,000
Angola	3,593	1,510	2,082	.....	168
Belgian Congo	4,828	2,508	2,320	.....	1,564
British East Africa	16,831	11,218	5,613	.....	3,155
British West Africa	10,687	4,115	6,572	.....	1,865
Canary Islands	3,860	2,188	1,166	506	114
Egypt	28,639	23,919	3,408	1,312	3,344
Ethiopia	697	531	160	6	60
French Equatorial Africa	1,731	669	1,062	.....	247
French West Africa	5,380	2,500	2,750	130	.....
Liberia	90	50	40	.....	9
Madagascar	3,850	3,250	600	.....	.....
Madeira	780	440	160	180	.....
Mauritius	2,233	1,778	330	125	194
Morocco	36,416	27,045	9,371	.....	3,140
Nyasaland	1,200	755	445	.....	730
Port. East Africa	3,617	2,194	1,423	.....	622
Rhodesia	15,350	12,800	2,550	.....	2,760
Seychelles	87	82	5	.....	84
Somalilands & Eritrea	868	550	318	.....	.....
South West Africa	2,400	1,600	800	.....	100
Sudan	2,425	1,125	1,300	.....	290
Togo and Cameroon	1,540	551	989	.....	186
Tripolitania	1,025	475	550	.....	170
Tunisia	13,250	11,300	1,740	210	.....
Union of South Africa	190,053	168,603	21,450	.....	33,665
Total, 1934	408,380	*330,756	*73,205	*4,419	*56,467
Total, 1933 (revised)	383,227	*303,192	*68,032	*3,988	*55,704

*Incomplete for all territories.

ASIA

COUNTRY	Automobiles	Cars	Trucks	Buses	Motorcycles
Afghanistan	370	150	220	.....	.....
Arabia	1,360	.....	.....	.....	.....
British Malaya	26,654	21,519	5,135	.....	3,503
Brunei	100	70	30	.....	.....
Ceylon	21,100	16,000	2,100	3,000	3,200
China	41,500	29,000	9,000	3,500	.....
Chosen	6,863	2,017	2,410	2,436	6,863
Cyprus	1,748	.....	.....	.....	325
French Indo China	15,070	11,868	1,800	1,402	1,512
Hong Kong	3,250	2,400	650	200	400
India	158,040	106,385	51,655	.....	.....
Iraq	5,000	3,901	1,099	.....	89
Japanese Empire	120,472	54,938	39,842	25,692	.....
Manchukuo	6,173	.....	.....	.....	1,000
Netherlands East Indies	53,595	39,280	9,250	5,065	10,010
Palestine	5,350	3,000	1,400	950	.....
Persia	6,000	2,000	4,000	.....	450
Philippine Islands	42,354	26,489	15,865	.....	534
Siam	8,250	4,450	3,800	.....	.....
Syria	11,986	9,247	2,739	.....	767
Turkey	7,800	5,200	2,600	.....	.....
Total, 1934	543,035	*337,914	*153,595	*42,245	*28,652
Total, 1933 (revised)	506,925	*267,124	*110,505	*15,027	*37,417

*Incomplete for all territories.

EUROPE

COUNTRY	Automobiles	Cars	Trucks	Buses	Motorcycles
Albania	900	300	450	150	20
Austria	39,171	21,811	15,184	2,176	.....
Azores	819	.....	.....	.....	114
Belgium	155,000	97,500	57,500	.....	.....
Bulgaria	2,081	1,102	617	362	386
Czechoslovakia	111,918	79,137	28,933	3,848	47,000
Danzig Free City	2,775	1,920	800	55	2,280
Denmark	125,553	88,289	35,987	1,277	25,272
Esthonia	3,283	1,820	1,286	177	973
Faroe Islands	100	52	48	.....	.....
Finland	30,600	18,700	10,500	1,400	4,650
France	2,036,653	**1,586,653	**450,000	.....	.....
Germany	776,194	595,844	168,712	11,638	933,763
Gibraltar	850	700	150	.....	.....
Great Britain	1,880,889	§1,363,704	427,920	†89,265	.....
Greece	15,700	9,000	5,000	1,700	500
Holland	144,250	92,130	48,460	3,660	32,000
Hungary	14,950	10,780	3,600	570	9,500
Iceland	1,550	600	950	.....	.....
Irish Free State	48,375	39,304	8,254	817	4,334
Italy	370,896	265,847	95,500	9,549	131,462
Latvia	3,819	2,010	1,569	240	1,875
Lithuania	1,770	1,200	300	270	1,170
Luxembourg	5,080	2,944	2,068	68	.....
Malta	3,276	2,325	386	5,652	376
Monaco	1,607	1,327	180	100	250
Northern Ireland	33,130	25,320	7,100	710	4,400
Norway	58,535	34,595	21,440	2,500	7,400
Poland	25,712	19,917	3,132	2,663	8,546
Portugal	33,200	24,500	6,900	1,800	3,000
Rumania	33,450	23,950	6,500	3,000	.....
Saar	10,100	6,336	3,648	116	.....
Spain	167,700	122,500	45,200	.....	13,000
Sweden	141,000	98,200	39,200	3,600	45,000
Switzerland	87,920	67,500	19,000	1,420	29,500
U.S.S.R. (Russia)	180,000	33,500	146,500	.....	.....
Yugoslavia	10,945	7,361	2,884	700	3,228
Total, 1934	6,559,751	*4,748,678	*1,665,858	*144,396	*1,884,999
Total, 1933 (revised)	6,052,758	*4,328,933	*1,446,998	*134,526	*1,761,041

†Classified as hackneys.
§Includes exempt vehicles.
*Incomplete for all territories.
**Estimated.

OCEANIA

COUNTRY	Automobiles	Cars	Trucks	Buses	Motorcycles
Australia	575,000	441,000	134,000	.....	.....
Fiji Islands	1,255	763	216	276	130
French Oceania	588	416	172	.....	30
Hawaii	48,323	39,146	8,871	306	436
New Zealand	174,627	136,469	37,636	522	.....
Other Oceania	600	.....	.....	.....	.....
Samoa	300	160	140	.....	.....
Total, 1934	800,693	*617,954	*181,035	*1,104	*596
Total, 1933 (revised)	778,856	*602,292	*175,461	*499	*98,740

*Incomplete for all territories.

U. S. Motor Vehicle Registrations, By Years

	Passenger Cars	Trucks	Total Motor Vehicles		Passenger Cars	Trucks	Total Motor Vehicles
1895	4	.....	4	1915	2,309,666	136,000	2,445,666
1896	16	.....	16	1916	3,297,996	215,000	3,512,996
1897	90	.....	90	1917	4,657,340	326,000	4,983,340
1898	800	.....	800	1918	5,621,617	525,000	6,146,617
1899	3,200	.....	3,200	1919	6,771,074	794,372	7,565,446
1900	8,000	.....	8,000	1920	8,225,859	1,006,082	9,231,941
1901	14,800	.....	14,800	1921	9,346,195	1,118,520	10,464,715
1902	23,000	.....	23,000	1922	10,864,128	1,375,725	12,239,853
1903	32,920	.....	32,920	1923	13,479,608	1,612,569	15,092,177
1904	54,590	410	55,000	1924	15,460,649	2,134,724	17,595,373
1905	77,400	600	78,000	1925	17,496,420	2,440,854	19,937,274
1906	105,900	1,100	107,000	1926	19,237,171	2,764,222	22,001,393
1907	140,300	1,700	142,000	1927	20,219,224	2,914,019	23,133,243
1908	194,400	3,100	197,500	1928	21,379,125	3,113,999	24,493,124
1909	305,950	6,050	312,000	1929	23,121,589	3,379,854	26,501,443
1910	458,500	10,000	468,500	1930*	23,183,241	3,473,831	26,657,072
1911	619,500	20,000	639,500	1931*	22,567,381	3,426,515	25,993,896
1912	902,600	41,400	944,000	1932*	21,139,092	3,202,730	24,341,822
1913	1,194,262	63,800	1,258,062	1933*	20,557,493	3,226,200	23,849,932
1914	1,625,739	85,600	1,711,339	1934*	21,446,191	3,305,453	24,751,644

*Automotive Industries count, all others Department of Commerce.

Gas Taxes Reach New High in 1934

State	State Tax per Gallon, Cents	State Gasoline Tax Receipts* 1934	1933	Per Cent Change	State Registration Fees† 1934	1933	Per Cent Change	Total Tax Receipts from Gasoline and Registrations 1934	1933	State Taxes per Motor Vehicle 1934	1933
Alabama	6	$8,859,518	$8,033,141	+10.2	$2,383,202	$2,724,257	—12.5	$11,242,720	$10,757,398	$50.00	$52.20
Arizona	5	3,028,265	2,679,032	+13.2	709,399	647,816	+ 9.4	3,737,664	3,326,848	38.70	37.40
Arkansas	6½	7,940,000	5,989,429	+32.7	2,250,000	1,768,850	+27.0	10,190,000	7,758,279	49.30	41.30
California	3	36,432,612	35,217,162	+ 3.4	9,526,250	9,866,449	— 3.3	45,958,862	45,083,611	22.25	22.60
Colorado	4	6,445,028	5,324,996	+21.0	1,950,000	1,746,823	+11.8	8,395,028	7,071,819	31.75	26.60
Connecticut	2	4,950,000	4,811,630	+ 3.0	7,947,603	7,850,589	+ 1.2	12,897,603	12,662,219	36.20	40.45
Delaware	3	1,184,956	1,127,330	+ 5.2	883,439	1,014,333	—13.0	2,068,395	2,141,663	38.05	41.90
Dist. of Columbia	2	2,040,000	2,082,346	— 2.0	750,000	625,508	+20.0	2,790,000	2,707,854	15.50	16.45
Florida	7	16,255,182	14,249,308	+14.0	4,244,541	4,994,882	—15.2	20,499,723	19,244,190	61.50	68.80
Georgia	6	14,304,590	12,634,513	+13.1	1,192,854	1,036,241	+15.1	15,497,444	13,670,754	41.10	42.05
Idaho	5	3,220,000	2,282,370	+41.2	1,550,000	1,401,849	+10.8	4,770,000	3,684,219	49.00	38.80
Illinois	3	29,211,263	27,833,011	+ 5.0	17,333,334	16,229,327	+ 7.0	46,544,597	44,062,338	31.75	30.15
Indiana	4	17,322,322	16,283,202	+ 6.3	8,000,000	7,846,883	+ 2.1	25,322,322	24,130,085	32.00	31.40
Iowa	3	11,073,081	9,372,343	+17.3	10,033,946	10,695,407	— 6.5	21,107,027	20,067,750	31.80	31.90
Kansas	3	8,225,000	7,731,819	+ 6.3	3,235,000	3,056,837	+ 6.0	11,460,000	10,788,656	21.70	20.90
Kentucky	5	8,981,000	8,314,659	+ 8.0	3,207,552	4,174,076	—23.4	12,188,552	12,488,735	37.95	42.40
Louisiana	5	8,909,880	8,155,436	+ 9.2	4,390,356	4,052,816	+ 8.3	13,300,236	12,208,252	54.75	51.75
Maine	4	4,488,811	4,080,371	+10.0	3,150,000	2,909,237	+ 8.8	7,638,811	6,989,608	42.90	41.50
Maryland	4	8,291,124	7,207,749	+15.1	3,438,701	3,581,251	— 4.0	11,729,825	10,789,000	35.25	34.90
Massachusetts	3	17,724,260	16,377,352	+ 8.2	6,202,907	6,035,102	+ 2.9	23,927,167	22,412,454	30.45	28.45
Michigan	3	20,823,035	19,458,458	+ 7.0	14,297,764	18,560,314	—23.0	35,120,799	38,018,772	30.90	35.50
Minnesota	3	10,845,377	10,014,857	+ 8.4	6,580,885	6,366,982	+ 3.3	17,426,262	16,381,839	24.95	24.05
Mississippi	6	5,720,000	5,801,725	— 1.5	2,250,000	1,870,396	+20.2	7,970,000	7,672,121	48.00	45.60
Missouri	2	9,798,972	9,081,135	+ 8.0	7,343,300	9,356,828	—21.5	17,142,272	18,437,963	23.15	25.40
Montana	5	3,598,004	2,751,303	+31.0	1,100,000	1,070,104	+ 2.9	4,698,004	3,821,407	36.00	34.70
Nebraska	4	8,192,881	7,706,261	+ 6.3	1,904,400	1,721,834	+10.8	10,097,281	9,428,095	27.10	24.15
Nevada	4	894,202	695,653	+28.5	325,000	299,634	+ 8.5	1,219,202	995,287	38.70	35.15
New Hampshire	4	2,600,000	2,349,849	+10.8	2,000,000	2,167,421	— 7.6	4,600,000	4,517,270	40.60	42.60
New Jersey	3	17,000,000	16,397,386	+ 3.9	15,252,799	15,377,843	— 0.6	32,252,799	31,775,229	27.40	38.35
New Mexico	5	2,537,853	2,265,510	+12.1	842,901	666,748	+26.5	3,380,754	2,932,258	40.80	38.20
New York	3	43,750,000	43,344,695	+ 1.0	41,663,831	42,318,407	— 1.7	85,413,831	85,663,102	37.45	38.10
North Carolina	6	17,020,000	14,769,602	+15.2	5,750,000	5,356,126	+ 7.5	22,770,000	20,125,728	59.50	52.60
North Dakota	3	2,218,101	1,923,951	+14.5	1,290,686	1,382,008	— 6.5	3,508,787	3,305,959	21.70	21.55
Ohio	4	27,306,411	33,939,981	—19.5	19,962,328	17,677,551	+13.0	47,268,739	51,617,532	29.50	33.20
Oklahoma	4	10,700,000	10,064,685	+ 7.0	3,600,000	3,382,455	+ 6.5	14,300,000	13,447,140	31.30	29.70
Oregon	5	7,200,000	6,343,891	+13.8	2,204,925	5,337,137	—58.7	9,404,925	11,681,028	33.90	47.80
Pennsylvania	3	32,000,000	30,739,117	+ 4.3	30,842,097	29,184,792	+ 5.9	62,842,097	59,923,909	37.35	36.60
Rhode Island	2	2,058,737	1,880,972	+ 9.7	2,312,504	2,198,342	+ 5.2	4,371,241	4,079,314	30.60	29.90
South Carolina	6	7,820,000	6,679,326	+17.0	2,800,000	‡2,503,367	+12.0	10,620,000	9,182,693	64.25	56.60
South Dakota	4	3,764,871	3,346,015	+12.4	1,317,500	1,459,027	— 9.8	5,082,371	4,805,042	30.20	28.40
Tennessee	7	14,000,000	12,979,882	+ 8.0	3,333,500	2,940,010	+13.3	17,333,500	15,919,892	50.60	50.95
Texas	4	31,784,466	28,479,350	+11.7	14,625,739	12,747,489	+14.8	46,410,205	41,226,839	37.10	34.30
Utah	4	2,480,000	2,188,998	+13.3	950,000	797,598	+19.1	3,430,000	2,986,596	33.95	29.80
Vermont	4	1,933,492	1,766,152	+ 9.4	2,157,314	2,072,717	+ 4.0	4,090,806	3,838,869	52.50	52.10
Virginia	5	12,496,831	11,082,040	+13.1	4,850,403	6,090,279	—20.3	17,347,234	17,172,319	47.30	49.60
Washington	5	11,870,355	10,863,214	+ 9.2	3,183,850	2,482,758	+28.2	15,054,205	13,345,972	35.55	31.30
West Virginia[1]	4	2,205,004	4,919,664	(2)	2,029,666	3,837,922	(2)	4,234,670	8,757,586	21.90	38.50
Wisconsin	4	15,343,396	15,169,426	+ 1.1	10,050,779	9,768,006	+ 2.3	25,394,175	24,937,432	35.80	37.30
Wyoming	4	1,739,540	1,405,415	+24.2	437,047	679,411	—35.5	2,176,587	2,084,826	33.35	37.00
Totals		$548,588,420	$518,195,712	+ 5.9	$297,638,302	$301,932,039	— 1.4	$846,226,722	$820,127,751	34.20	34.40

* Amount is net after deduction of refunds.
† Includes all license and miscellaneous fees.
‡ Data covers only 10 months due to change in fiscal year.
[1] For six-month period, Jan. 1 to June 30, 1934, due to change in fiscal year.
(2) Not comparable.

Including federal taxes on gasoline, the average total of gasoline and license levies per motor vehicle registered in 1934, was $40.25.

World Production of Motor Vehicles

	1932*			1933*			1934**		
	Passenger Cars	Trucks & Buses	Total	Passenger Cars	Trucks & Buses	Total	Passenger Cars	Trucks & Buses	Total
United States	1,135,491	235,187	1,370,678	1,573,512	346,545	1,920,057	2,190,099	588,640	2,778,739
Canada	50,718	10,098	60,816	53,855	12,069	65,924	92,538	24,352	116,890
Total	1,186,209	245,285	1,431,494	1,627,367	358,614	1,985,981	2,282,637	612,992	2,895,629
Austria	1,375	989	2,364	1,150	425	1,575	*1,100	*400	*1,500
Belgium	1,700	525	2,225	800	600	1,400	750	*500	*1,250
Czechoslovakia	10,635	2,945	13,580	8,670	1.330	10,000	8,000	2,000	10,000
Denmark	.....	148	148	.....	140	140	.....	.....	‡
France	137,710	33,245	170,955	163,770	28,159	191,929	*151,344	*25,000	176,344
Germany	42,193	8,224	50,417	92,610	13,222	105,832	*125,000	*20,000	145,000
Hungary	.....	121	121	.....	143	143	.....	.....	‡
Italy	25,600	3,500	29,100	32,000	10,000	42,000	*33,000	*10,000	43,000
Japan	.....	675	675	191	1,617	1,808	900	1,800	2,700
Poland	75	100	175	780	(1)	780	.....	.....	‡
Soviet Russia	4,185	22,664	26,849	10,252	39,491	49,743	16,000	56,000	72,000
Spain	75	360	435	80	295	375	.....	.....	400
Sweden	890	2,105	2,995	700	2,275	2,975	.....	.....	2,830
Switzerland	27	969	996	.....	480	480	.....	400	400
United Kingdom	186,116	58,318	244,434	216,149	64,377	280,526	†261,914	†80,316	†346,230
Total	410,581	134,888	545,469	527,152	162,554	689,706	††598,008	††200,416	803,654
World Total	1,596,790	380,173	1,976,963	2,154,519	521,168	2,675,687	2,880,645	813,408	3,699,283

(1) Included with passenger cars.
*Bureau of Foreign and Domestic Commerce—Automotive Division.
**The *American Automobile* (Overseas Edition).
†Fiscal year ending Sept. 30, 1933.
‡Estimated 1000 production for these three countries combined.
††Not complete for all countries.

European Production Totals

	Motor Vehicles
1924	334,500
1925	460,678
1926	529,343
1927	578,201
1928	589,900
1929	650,000
1930	583,107
1931	576,289
1932	545,469
1933	689,666
1934*	†803,654

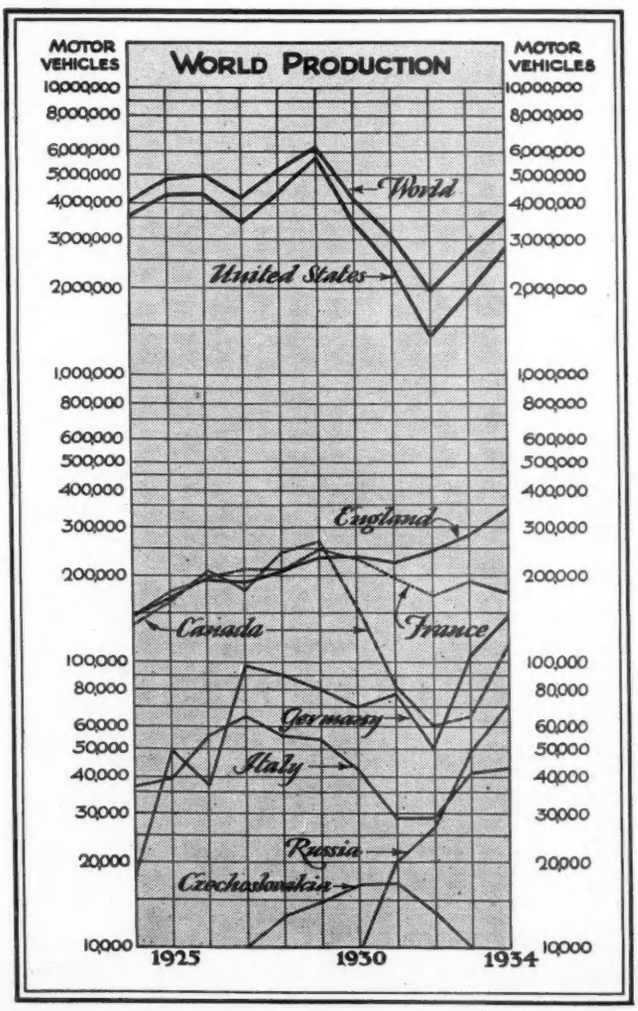
These figures do not include American cars assembled in European plants.

* *The American Automobile* (Overseas Edition).
† Partly estimated.

Canadian Production*

	Pass. Cars	Trucks	Total
1922	94,904	7,149	102,053
1923	129,228	17,210	146,438
1924	117,765	17,481	135,246
1925	135,573	26,397	161,970
1926	164,856	39,871	204,727
1927	146,827	32,227	179,054
1928	196,741	45,641	242,382
1929	207,498	55,797	263,295
1930	125,442	28,750	154,192
1931	65,093	17,528	82,621
1932	50,718	10,098	60,816
1933	53,855	12,069	65,924
1934	92,538	24,352	116,980

* Dominion Bureau of Statistics.



U. S. Output Up Over 40% in Units and Value

(Yearly totals of U. S. and Canadian production and its wholesale valve)

Year	Passenger Cars		Trucks		Cars and Trucks	
	Units*	Value	Units	Value	Units	Value
1912	356,000	$335,000,000	22,000	$43,000,000	378,000	$378,000,000
1913	461,500	399,902,000	23,500	44,000,000	485,000	443,902,000
1914	543,679	413,859,000	25,375	45,098,464	569,054	458,957,843
1915	895,930	575,978,000	74,000	125,800,000	969,930	701,778,000
1916	1,525,578	921,378,000	92,130	161,000,000	1,617,708	1,082,378,000
1917	1,745,792	1,053,505,781	128,157	220,982,668	1,873,949	1,274,488,449
1918	943,436	801,937,925	227,250	434,168,992	1,170,686	1,236,106,917
1919	1,657,652	1,461,785,925	275,943	423,326,621	1,933,595	1,885,112,546
1920	1,905,560	1,809,170,963	321,789	423,249,410	2,227,349	2,232,420,373
1921	1,518,061	1,091,752,452	164,304	169,914,098	1,682,365	1,261,666,550
1922	2,369,089	1,561,740,645	277,140	231,282,063	2,646,229	1,793,022,708
1923	3,753,945	2,274,554,488	426,505	317,478,940	4,180,450	2,592,033,428
1924	3,303,646	2,040,706,519	434,140	326,706,496	3,737,786	2,367,413,015
1925	3,870,744	2,544,528,799	557,056	470,634,763	4,427,800	3,015,163,562
1926	3,948,843	2,746,064,722	556,818	468,752,769	4,505,661	3,214,817,491
1927	3,083,360	2,265,633,102	497,020	435,072,641	3,580,380	2,700,705,743
1928	4,012,158	2,703,753,500	588,983	459,045,380	4,601,141	3,162,798,880
1929	4,794,898	2,981,141,842	826,811	595,504,039	5,621,709	3,576,645,881
1930	2,910,187	1,720,652,104	599,991	405,949,915	3,510,178	2,126,602,019
1931	2,038,183	1,153,907,947	434,176	272,748,305	2,472,359	1,426,656,252
1932	1,186,209	650,781,297	245,285	142,264,003	1,431,494	793,045,300
1933	1,627,367	795,304,780	358,614	192,131,509	1,985,981	987,436,289
1934	2,282,637	1,137,000,000	612,992	320,000,000	2,895,629	1,457,000,000

* Includes Taxicabs.

$501-$1000 Price Group Shows Greatest Gain in Production

Passenger Car Production by Wholesale Price Classes

	(U. S. and Canada) 12 Months Compared			Per Cent of Total		
	1934	1933	1932	1934	1933	1932
Under $500....	1,485,157	1,316,447	794,188	65.06	80.89	66.95
$501-$750	686,260	237,099	260,831	30.07	14.57	22.00
$751-$1,000 ...	66,223	32,610	74,610	2.90	2.00	6.29
$1,001-$1,500 ..	27,576	20,125	36,670	1.21	1.24	3.09
$1,501-$2,000 ..	8,391	10,409	8,699	.37	.64	.73
$2,001-$3,000 ..	6,879	8,725	8,679	.30	.54	.73
$3,001 and over	2,151	1,952	2,532	.09	.12	.21
Total	2,282,637	1,627,367	1,186,209	100.00	100.00	100.00

Passenger Car Production by Body Types

United States and Canada

	1931		1932		1933		1934	
	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent
Roadster	111,119	5.45	36,104	3.04	11,952	0.73	14,380	0.63
Touring	33,151	1.62	11,349	0.96	10,418	0.65	12,555	0.55
Convertible Coupe...	66,232	3.25	33,293	2.81	21,185	1.30	28,533	1.25
Convertible Sedan...	19,082	0.94	8,810	0.74	1,638	0.10	4,565	0.20
Coupe	438,215	21.50	257,404	21.70	325,330	19.99	456,527	20.00
2-door Sedan	524,050	25.71	362,660	30.57	533,905	32.80	753,270	33.00
4-door Sedan	765,791	37.57	442,168	37.27	686,621	42.18	963,730	42.22
All other closed cars.	65,804	3.23	17,195	1.45	23,002	1.41	30,816	1.35
Chassis	14,739	0.73	17,262	1.46	13,717	0.84	18,261	0.80
Total	2,038,183	100.00	1,186,209	100.00	1,627,768	100.00	2,282,637	100.00

Monthly Motor Vehicle Production*

United States and Canada

Passenger Car Production

	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	
Jan.	217,825	287,900	209,902	212,244	364,773	242,672	142,869	101,915	112,754	118,598	Jan.
Feb.	257,330	337,900	277,376	301,320	431,755	293,036	187,948	98,604	93,153	194,767	Feb.
Mar.	339,142	402,568	363,595	386,510	546,489	348,087	241,727	106,003	103,396	287,010	Mar.
April	397,915	403,271	377,713	384,778	571,956	393,804	300,960	126,597	156,712	304,482	April
May	388,819	396,218	378,921	404,444	541,310	382,619	282,096	165,025	188,675	290,269	May
June	369,955	359,534	296,035	381,026	469,260	298,130	215,979	166,646	213,602	272,662	June
July	364,109	330,007	246,530	357,682	439,598	230,761	187,324	101,478	196,587	232,275	July
Aug.	229,278	393,823	285,724	422,996	452,857	190,864	158,851	79,073	196,333	190,825	Aug.
Sept.	275,973	365,553	235,124	374,276	375,046	182,049	111,336	66,489	161,734	128,120	Sept.
Oct.	405,132	300,854	189,278	351,899	328,305	117,014	59,176	37,468	107,593	86,628	Oct.
Nov.	337,750	227,131	114,885	223,896	176,629	104,668	49,996	49,201	43,868	46,608	Nov.
Dec.	287,516	144,084	108,277	211,087	96,920	126,483	99,921	87,710	52,960	130,393	Dec.
Total	3,870,744	3,948,843	3,083,360	4,012,158	4,794,898	2,910,187	2,038,183	1,186,209	1,627,367	2,282,637	Total

Motor Truck Production

	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	
Jan.	33,422	36,577	44,382	27,947	57,765	40,938	35,475	21,160	19,429	45,213	Jan.
Feb.	38,828	44,590	46,014	34,980	65,950	52,925	41,863	24,291	15,592	45,511	Feb.
Mar.	51,105	53,273	54,168	44,273	79,587	69,031	47,671	21,274	18,508	58,433	Mar.
April	54,936	57,567	53,280	49,537	91,855	74,477	53,138	28,539	27,975	68,626	April
May	50,376	53,883	52,435	55,281	94,940	62,080	47,805	27,491	35,132	61,544	May
June	43,989	48,486	46,990	44,169	98,164	51,466	41,496	23,572	43,448	49,308	June
July	46,878	44,811	33,853	59,630	78,703	44,960	35,386	15,137	39,310	45,415	July
Aug.	39,921	48,313	36,796	69,547	59,985	43,296	32,890	15,319	42,601	53,889	Aug.
Sept.	62,559	50,880	36,448	62,231	54,683	46,557	31,876	20,003	35,874	46,330	Sept.
Oct.	51,962	48,237	38,152	63,921	66,235	41,928	22,406	14,157	30,772	49,643	Oct.
Nov.	45,271	38,998	26,102	45,013	50,368	37,493	20,118	12,560	19,106	33,554	Nov.
Dec.	37,809	31,203	28,400	32,454	28,582	34,840	24,052	21,782	30,867	55,526	Dec.
Total	557,056	556,818	497,020	588,983	826,817	599,991	434,176	245,285	358,614	612,992	Total

Passenger Car and Truck Production

	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	
Jan.	251,247	324,477	254,284	240,191	422,538	283,610	178,344	123,075	132,183	163,811	Jan.
Feb.	296,158	382,490	323,390	336,300	497,705	345,961	229,811	122,895	108,745	240,278	Feb.
Mar.	390,247	455,841	417,763	430,783	626,076	417,118	289,398	127,277	121,904	345,443	Mar.
April	452,851	460,838	430,993	434,315	663,811	468,281	354,098	155,136	184,687	373,108	April
May	439,195	450,101	431,356	459,725	636,250	444,699	329,901	192,516	223,807	351,813	May
June	413,944	408,020	343,025	425,195	567,424	349,596	257,475	190,218	257,050	321,970	June
July	410,987	374,818	280,383	417,312	518,301	275,721	222,710	116,615	235,897	277,690	July
Aug.	269,199	442,136	322,520	492,543	512,842	234,160	191,741	94,392	238,934	244,714	Aug.
Sept.	338,532	416,433	271,572	436,507	429,729	228,606	143,212	86,492	197,608	174,450	Sept.
Oct.	457,094	349,091	227,430	415,820	394,540	158,942	81,582	51,625	138,365	136,271	Oct.
Nov.	383,021	266,129	140,987	268,909	226,997	142,161	70,114	61,761	62,974	80,162	Nov.
Dec.	325,325	175,287	136,677	243,541	125,502	161,323	123,973	109,492	83,827	185,919	Dec.
Total	4,427,800	4,505,661	3,580,380	4,601,141	5,621,715	3,510,178	2,472,359	1,431,494	1,985,981	2,895,629	Total

* U. S. Census Bureau,[1] and Dominion Bureau of Statistics.

[1] Includes overseas assemblies of motor vehicles of American make.

Passenger Car Production by Leading Manufacturing Groups

	1929		1930		1931		1932		1933		1934	
	Units	% of Total	Units	% of Total	Units	% of Total	Units	% of Total	Units	% of Total	Units	% of Total
Chrysler Motors.	401,400	8.3	246,097	8.4	253,200	12.4	211,600	17.8	409,980	25.2	463,375	20.3
Ford Motor Co...	1,707,251	35.6	1,197,371	41.1	566,986	27.8	342,345	28.9	375,956	23.1	602,616	26.4
Gen. Motors Corp.	1,550,380	32.4	997,280	34.3	895,210	44.0	440,900	37.1	671,580	41.3	890,228	39.0
All others	1,135,867	23.7	469,439	16.2	322,787	15.8	191,364	16.2	169,851	10.4	326,418	14.3
Total.....	4,794,898	100.0	2,910,187	100.0	2,038,183	100.0	1,186,209	100.0	1,627,367	100.0	2,282,637	100.0

Truck Production by Capacities—United States and Canada

Truck Tonnage	1929 Number	1929 %	1930 Number	1930 %	1931 Number	1931 %	1932 Number	1932 %	1933 Number	1933 %	1934 Number	1934 %
¾ ton or less	141,859	17.1	144,869	24.0	109,220	25.2	79,127	32.3	98,920	27.6	176,696	28.8
1 ton and less than 1½	78,786	9.5	31,028	5.2	4,899	1.1	1,618	.6	893	.2	2,236	.4
1½ ton and less than 2	523,691	63.4	370,541	61.7	289,418	66.6	144,113	58.8	228,238	63.7	389,268	63.5
2 ton and less than 2½	28,416	3.4	16,477	2.7	8,516	2.0	7,620	3.1	15,866	4.4	25,361	4.1
2½ ton and less than 3½	33,530	4.1	22,887	3.8	11,516	2.7	6,006	2.4	7,728	2.2	10,577	1.7
3½ tons and less than 5	8,643	1.0	6,412	1.0	4,532	1.0	2,689	1.1	2,859	.8	4,284	.7
5 ton	2,384	.03	1,094	.02	906	0.2	1,407	.6	580	.2	1,086	.2
Over 5 ton and special types	9,508	1.2	6,683	1.4	5,169	1.2	2,705	1.1	3,530	.9	3,484	.6
Total	826,817	100.0	599,991	100.0	434,176	100.0	245,285	100.0	358,614	100.0	612,992	100.0

Gasoline Consumption Gains

State	1934	1933	Per Cent Change	Per Cent of Total 1934
Alabama	152,597,000	133,885,000	+14.0	.92
Arizona	72,981,000	64,506,000	+13.1	.44
Arkansas	139,328,000	121,195,000	+15.0	.84
California	1,321,955,000	1,323,482,000	— 0.1	7.97
Colorado	184,112,000	159,917,000	+15.1	1.11
Connecticut	255,434,000	248,126,000	+ 2.9	1.54
Delaware	41,467,000	40,210,000	+ 3.0	.25
Dist. of Col.	102,837,000	104,852,000	— 1.8	.62
Florida	233,872,000	205,568,000	+13.7	1.41
Georgia	237,189,000	210,575,000	+12.9	1.43
Idaho	66,347,000	52,314,000	+27.0	.40
Illinois	1,033,347,000	970,986,000	+ 6.7	6.23
Indiana	464,426,000	439,009,000	+ 5.8	2.80
Iowa	401,397,000	355,568,000	+13.0	2.42
Kansas	383,151,000	352,523,000	+ 8.8	2.31
Kentucky	184,112,000	166,292,000	+10.8	1.11
Louisiana	174,160,000	163,139,000	+ 7.0	1.05
Maine	117,765,000	107,583,000	+ 9.5	.71
Maryland	205,674,000	191,010,000	+ 7.6	1.24
Mass.	588,826,000	561,164,000	+ 5.0	3.55
Michigan	787,865,000	740,297,000	+ 6.3	4.75
Minnesota	436,228,000	401,723,000	+ 8.7	2.63
Mississippi	131,034,000	115,637,000	+13.5	.79
Missouri	487,647,000	465,876,000	+ 4.8	2.94
Montana	86,250,000	69,844,000	+23.7	.52
Nebraska	223,920,000	194,698,000	+15.0	1.35
Nevada	23,221,000	20,629,000	+12.6	.14
New Hamp.	71,323,000	65,871,000	+ 8.3	.43
New Jersey	736,447,000	700,779,000	+ 5.2	4.44
New Mexico	54,736,000	48,342,000	+13.3	.33
New York	1,567,437,000	1,541,989,000	+ 1.8	9.45
N. Carolina	275,338,000	241,416,000	+14.0	1.66
N. Dakota	104,496,000	99,725,000	+ 4.9	.63
Ohio	957,049,000	886,640,000	+ 8.0	5.77
Oklahoma	301,877,000	275,100,000	+ 9.8	1.82
Oregon	165,865,000	158,904,000	+ 4.5	1.00
Penna.	1,132,867,000	1,048,463,000	+ 8.2	6.83
Rhode Island	109,472,000	100,202,000	+ 9.4	.66
S. Carolina	131,034,000	111,940,000	+ 7.1	.79
S. Dakota	109,472,000	100,340,000	+ 9.4	.66
Tennessee	213,968,000	185,164,000	+15.5	1.29
Texas	865,822,000	774,413,000	+11.9	5.22
Utah	66,347,000	54,705,000	+21.1	.40
Vermont	48,101,000	44,151,000	+ 9.0	.29
Virginia	258,751,000	233,439,000	+11.0	1.56
Washington.	262,069,000	236,690,000	+10.8	1.58
W. Virginia	145,962,000	129,082,000	+13.0	.88
Wisconsin	426,276,000	387,490,000	+10.0	2.57
Wyoming	44,784,000	35,466,000	+26.1	.27
Total	16,586,635,000	15,440,919,000	+ 7.4	100.00

Average Wholesale Price of Passenger Cars and Trucks

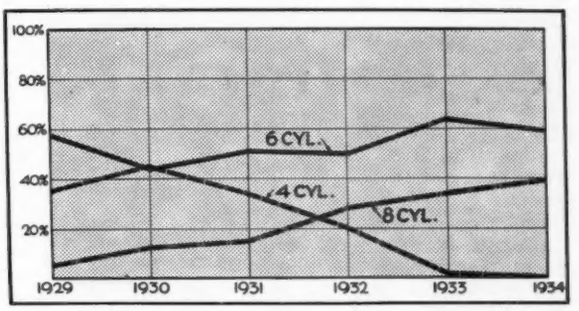
(Based on Units and Value of Production)

	Passenger Cars	Trucks
1921	$720	$1,035
1922	660	834
1923	607	745
1924	618	753
1925	656	843
1926	695	842
1927	735	875
1928	673	781
1929	622	720
1930	591	678
1931	566	629
1932	548	580
1933	489	536
1934	497	522

Imports of Motor Vehicles Into United States

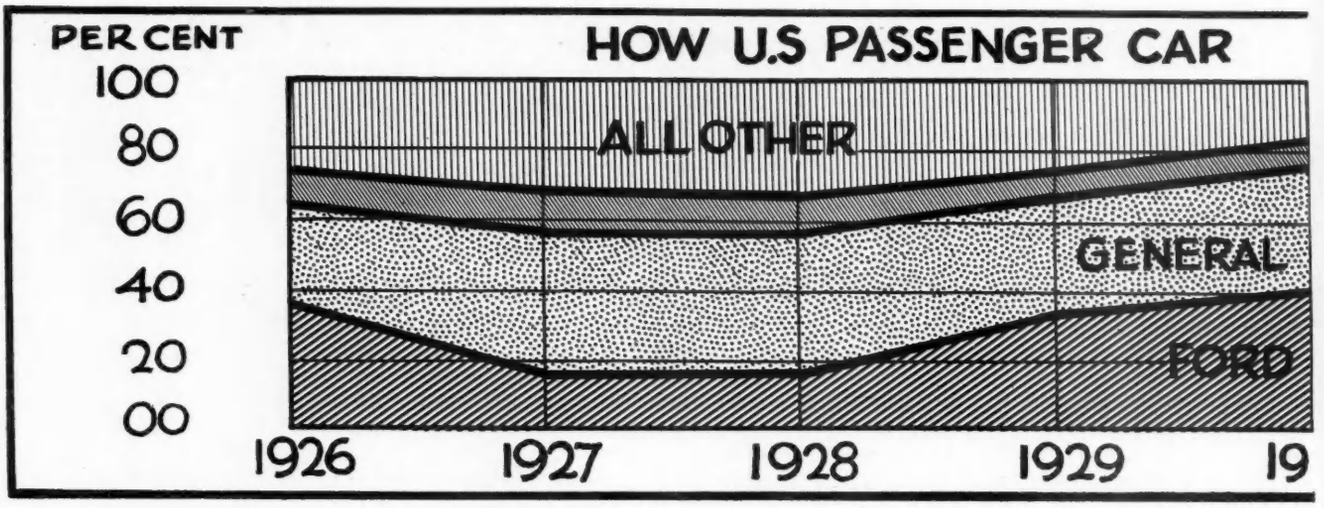
	No.	Value
1918	105	$75,136
1919	117	123,025
1920	926	1,026,518
1921	522	876,163
1922	483	802,285
1923	853	884,125
1924	604	841,524
1925	678	1,079,560
1926	813	1,352,984
1927	635	1,218,938
1928	566	1,201,323
1929	750	1,190,140
1930	709	875,146
1931	736	769,033
1932	540	251,206
1933	534	298,126
1934	589	187,884

Division of Passenger Car Production By Number of Engine Cylinders



	Per Cent Fours	Per Cent Sixes	Per Cent Eights	Per Cent Twelves	Per Cent Sixteens
1926	64.0	34.0	2.0	...	...
1927	49.7	47.1	3.2	...	...
1928	48.6	47.0	4.4	...	...
1929	37.5	57.0	5.5	...	...
1930	44.4	43.3	12.1	*0.20	...
1931	33.2	51.8	14.8	0.17	0.03
1932	20.7	50.5	28.2	0.52	0.08
1933	2.0	63.6	34.0	0.33	0.07
1934	0.5	59.5	39.8	*0.20	...

*Including sixteens.



1934 New Car Sales in U. S.

NEW CAR REGISTRATIONS

	1929	1930	1931	1932	1933	1934
Auburn	17,850	11,270	29,536	11,646	5,038	5,536
Austin	.....	4,354	2,941	.....	3,675	1,057
Buick	*172,307	*122,656	90,873	49,708	43,809	63,067
Cadillac	14,936	12,078	11,136	6,269	3,903	4,899
Chevrolet	780,011	618,884	583,429	322,860	474,493	534,906
Chrysler	84,518	60,908	52,650	26,016	28,677	28,052
Continental	.....	.....	.....	.....	3,310	953
Cord	799	1,879	1,416	335	.....	.....
DeSoto	59,614	35,267	28,430	25,311	21,260	11,447
DeVaux	.....	.....	4,808	1,358	.....	.....
Dodge	115,773	64,105	53,090	28,111	86,062	90,139
Durant	47,715	21,440	7,229	1,135	.....	.....
Ford	1,310,135	1,055,097	528,581	258,927	311,113	530,528
Franklin	10,704	7,482	3,881	1,829	1,329	360
Graham	60,487	30,140	19,209	12,858	10,128	12,887
Hudson	62,692	30,466	19,189	8,641	2,946	19,307
Hupmobile	44,337	24,307	17,427	10,794	6,726	6,566
La Faye te	.....	.....	.....	.....	.....	9,301
La Salle	20,290	11,262	6,883	3,848	3,709	5,182
Lincoln	6,151	4,356	3,466	3,179	2,112	2,061
Marmon	*22,323	*12,369	5,687	1,365	86	.....
Nash	105,146	51,086	39,366	20,233	11,353	14,315
Oakland	31,830	21,648	12,985	.....	.....	.....
Oldsmobile	*93,483	*50,510	*46,983	24,128	35,295	71,676
Packard	44,634	28,318	16,256	11,058	9,081	6,552
Pierce-Arrow	8.386	6,795	4,522	2,692	2,152	1,740
Plymouth	84,969	64,301	94,289	111,926	249,667	302,557
Pontiac	158,272	68,389	73,148	47,926	85,348	72,645
Reo	17,319	11,450	6,762	3,870	3,623	3,854
Rockne	.....	.....	2	16,966	14,554	.....
Studebaker	82,839	56,526	46,533	25,002	21,688	41,560
Terraplane (Essex)	191,331	63,338	42,545	28,778	35,831	40,510
Willys-Whippet	162,366	51,687	42,936	22,483	15,314	6,576
Willys-Knight	37,343	14,079	8,405	3,415	353	.....
Miscellaneous	31,646	9,532	3,548	3,732	1,159	324
Total	3,880,206	2,625,979	1,908,141	1,096,399	1,493,794	1,888,557

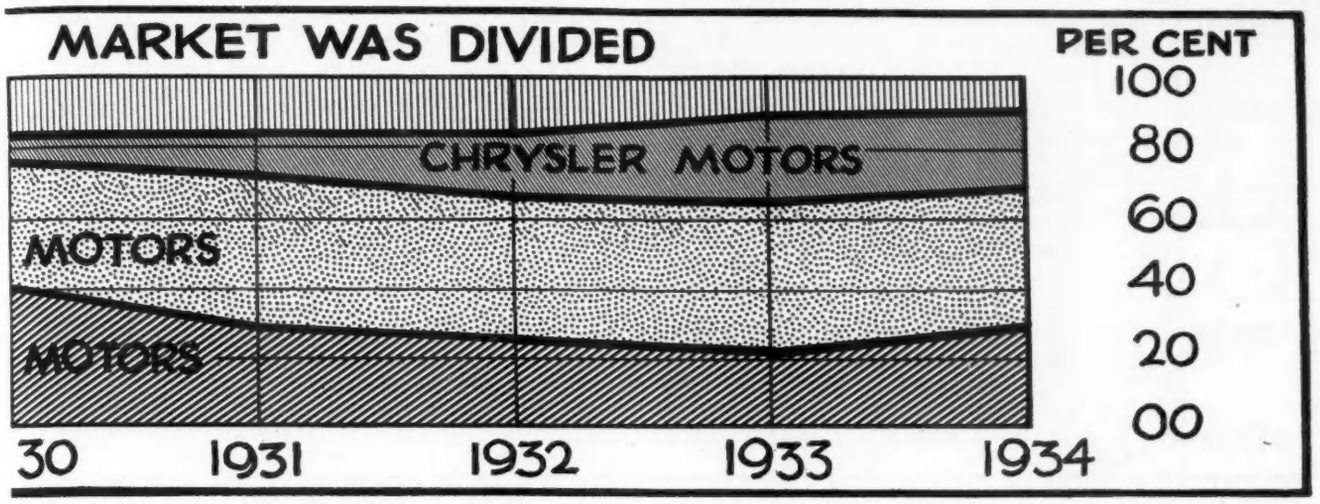
BY MANUFACTURING GROUPS

Chrysler Corp.	344,874	224,581	228,459	191,364	385,666	432,195
Ford Motor Co.	1,316,286	1,059,453	532,047	262,106	313,225	532,589
General Motors	1,271,129	905,427	825,437	454,739	646,556	752,375
All Others	947,917	436,518	322,198	98,190	148,347	171,398

*1929—1930

Buick includes Marquette. Marmon includes Roosevelt. Oldsmobile includes Viking.

Miscellaneous includes Gardner, Jordan, Windsor, Peerless, Stutz, Blackhawk and others.

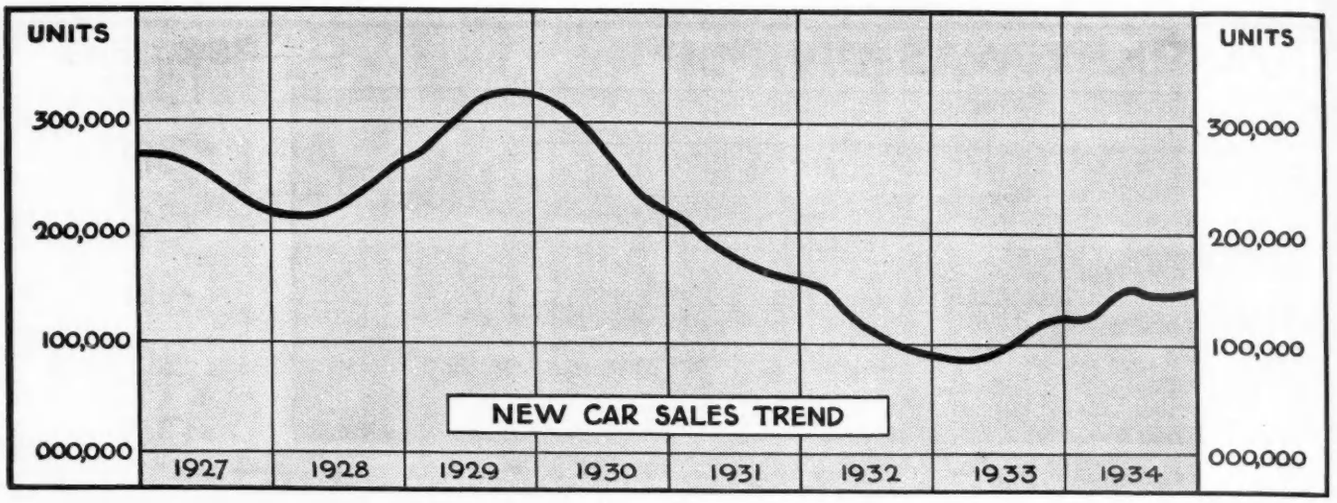


Are Largest in Three Years

	PER CENT OF TOTAL						RANK					
	1929	1930	1931	1932	1933	1934	1929	1930	1931	1932	1933	1934
Auburn	.46	.43	1.55	1.06	.34	.29	23	24	13	16	18	19
Austin	....	.17	.15	....	.25	.06	..	29	30	..	21	25
Buick	4.44	4.67	4.76	4.53	2.93	3.34	4	3	4	4	6	7
Cadillac	.38	.46	.58	.57	.26	.26	25	22	20	20	19	21
Chevrolet	20.10	23.57	30.59	29.46	31.77	28.32	2	2	1	1	1	1
Chrysler	2.18	2.32	2.76	2.37	1.92	1.49	11	8	7	8	9	10
Continental	....	....	....	....	.22	.05	..	..	..	..	23	26
Cord	.02	.07	.07	.03	....	.....	29	30	31	30	..	..
DeSoto	1.54	1.34	1.49	2.31	1.42	.61	15	13	14	9	11	14
De Vaux	....	....	.25	.12	....	.....	..	..	26	28	..	..
Dodge	2.98	2.44	2.78	2.56	5.76	4.77	7	6	6	7	4	4
Durant	1.23	.82	.38	.10	....	....	16	19	22	29	..	..
Ford	33.76	40.18	27.70	23.62	20.83	28.09	1	1	2	2	2	2
Franklin	.28	.28	.20	.17	.09	.02	26	26	28	26	27	27
Graham	1.56	1.15	1.01	1.17	.68	.68	14	15	15	15	15	13
Hudson	1.62	1.16	1.01	.79	.20	1.02	13	14	16	19	24	11
Hupmobile	1.14	.93	.91	.98	.45	.35	18	17	17	18	17	17
La Fayette	....	....	....	....	....	.49	..	..	..	..	..	15
La Salle	.52	.43	.36	.25	.25	.27	22	25	23	22	20	20
Lincoln	.16	.17	.18	.29	.14	.11	28	28	29	24	26	23
Marmon	.58	.47	.30	.12	.01	.....	21	21	25	27	29	..
Nash	2.71	1.95	2.06	1.85	.76	.76	8	11	12	13	14	12
Oakland	.82	.82	.68	....	....	.....	20	18	19	..	..	..
Oldsmobile	2.41	1.92	2.46	2.20	2.36	3.80	9	12	8	11	8	6
Packard	1.15	1.08	.85	1.01	.61	.35	17	16	18	17	16	18
Pierce-Arrow	.22	.26	.24	.25	.14	.09	27	27	27	25	25	24
Plymouth	2.19	2.45	4.94	10.21	16.71	16.02	10	5	3	3	3	3
Pontiac	4.08	2.60	3.83	4.37	5.71	3.85	6	4	5	5	5	5
Reo	.45	.44	.35	.35	.24	.20	24	23	24	21	22	22
Rockne	....	....	....	1.55	.97	.....	..	..	..	14	13	..
Studebaker	2.13	2.15	2.44	2.28	1.45	2.20	12	9	9	10	10	8
Terraplane (Essex)	4.93	2.41	2.23	2.62	2.40	2.15	3	7	11	6	7	9
Willys-Whippet	4.18	1.97	2.25	2.05	1.03	.35	5	10	10	12	12	16
Willys-Knight	.96	.54	.44	.31	.02	.....	19	20	21	23	28	..
Miscellaneous	.82	.35	.20	.35	.08	.01	..	..	..	..	..	..
Total	100.00	100.00	100.00	100.00	100.00	100.00						
BY MANUFACTURING GROUPS												
Chrysler Corp.	8.89	8.55	11.97	17.45	25.82	22.89	4	3	3	3	2	2
Ford Motor Co.	33.92	40.34	27.88	23.91	20.97	28.20	1	1	2	2	3	3
General Motors	32.75	34.48	43.26	41.48	43.28	39.84	2	2	1	1	1	1
All Others	24.44	16.63	16.89	17.16	9.93	9.07	3	4	4	4	4	4

*1931

Oldsmobile includes Viking.
Miscellaneous includes Stutz and others.



The chart shows the 12 months' monthly moving average of passenger car sales in the United States

U. S. Sales of New Cars and Trucks by Months for 10 Years*

U. S. New Passenger Car Registrations

	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	
Jan.	164,769	193,748	174,638	136,071	219,760	180,094	126,776	87,493	79,821	61,242	Jan.
Feb.	158,817	162,907	179,920	165,537	235,590	211,645	134,133	82,813	69,464	94,887	Feb.
Mar. ...	249,971	276,619	260,134	254,214	377,802	298,824	200,841	92,192	78,741	173,287	Mar.
Apr. ...	350,533	388,024	329,687	332,056	481,675	357,064	265,732	121,093	119,909	223,050	Apr.
May ...	339,794	396,504	317,932	351,459	454,132	345,031	247,727	131,282	160,242	219,225	May
June ...	309,512	319,788	268,066	317,069	386,398	260,861	201,911	148,752	174,190	223,864	June
July ...	319,964	360,700	250,315	324,120	432,503	254,098	194,322	104,188	185,660	229,006	July
Aug. ...	261,307	306,790	245,961	329,674	376,886	203,737	155,744	93,457	178,661	193,198	Aug.
Sept. ...	193,169	267,471	187,678	271,821	304,452	175,286	124,903	81,893	157,976	146,931	Sept.
Oct.	247,002	241,094	185,383	284,939	288,697	150,219	102,659	63,195	136,326	140,937	Oct.
Nov. ...	193,922	161,013	134,635	211,736	183,756	93,066	75,829	44,358	94,180	107,574	Nov.
Dec. ...	154,876	153,743	89,189	160,883	138,555	96,054	77,564	45,683	58,624	75,356	Dec.
Total .	2,943,636	3,228,401	2,623,538	3,139,579	3,880,206	2,625,979	1,908,141	1,096,399	1,493,794	1,888,557	Total

U. S. New Truck Registrations

	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	
Jan. ...	21,310	25,048	27,567	16,431	29,900	30,236	24,415	14,776	11,709	22,903	Jan.
Feb. ...	19,973	23,177	28,437	17,510	32,637	31,880	23,466	14,558	9,707	24,476	Feb.
Mar. ...	27,784	34,955	33,539	24,698	46,368	42,199	30,609	16,874	9,934	33,884	Mar.
Apr. ...	33,963	44,846	37,264	30,272	56,299	47,029	36,848	17,784	17,301	38,882	Apr.
May ...	31,835	37,761	33,966	32,468	52,874	43,286	33,496	18,696	20,925	39,831	May
June ...	27,709	33,223	28,495	29,155	45,114	33,531	28,496	17,876	23,254	34,768	June
July ...	33,033	39,191	28,359	31,844	57,943	39,904	30,102	14,731	30,642	37,490	July
Aug. ...	34,247	36,653	28,156	36,753	52,557	33,787	27,070	15,081	28,799	40,790	Aug.
Sept. ..	30,186	34,325	24,436	35,135	46,560	33,933	25,967	14,967	31,269	37,225	Sept.
Oct. ...	32,109	35,034	27,231	40,890	49,899	34,237	24,685	15,156	28,058	40,878	Oct.
Nov. ...	21,705	23,667	18,834	27,491	33,631	22,012	15,553	10,392	18,691	28,689	Nov.
Dec. ...	19,296	18,117	11,681	18,476	23,275	18,665	13,177	9,522	15,580	24,070	Dec.
Total .	333,150	385,997	327,965	341,123	527,057	410,699	313,884	180,413	245,869	403,886	Total

Total U. S. New Passenger Car and Truck Registrations

	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	
Jan. ...	186,079	218,796	202,205	152,502	249,660	210,330	151,191	102,269	91,530	84,145	Jan.
Feb. ...	178,790	186,084	208,357	183,047	268,227	243,525	157,599	97,371	79,171	119,363	Feb.
Mar. ...	277,755	311,574	293,673	278,912	424,170	341,023	231,450	109,066	88,675	207,171	Mar.
Apr. ...	384,496	432,870	366,951	362,328	537,974	404,093	302,580	138,877	137,210	261,932	Apr.
May ...	371,629	434,265	351,898	383,927	507,006	388,317	281,223	149,978	181,167	259,056	May
June ...	337,221	353,011	296,561	346,224	431,512	294,392	230,407	166,628	197,444	258,632	June
July ...	352,997	399,891	278,674	355,964	490,446	294,002	224,424	118,919	216,302	266,496	July
Aug. ...	295,554	343,443	274,117	366,427	429,443	237,524	182,814	108,538	207,460	233,988	Aug.
Sept. ...	223,355	301,796	212,114	306,956	351,012	209,219	150,870	96,860	189,245	184,156	Sept.
Oct. ...	279,111	276,128	212,614	325,829	338,596	184,456	127,344	78,351	164,384	181,815	Oct.
Nov. ...	215,627	184,680	153,469	239,227	217,387	115,078	91,382	54,750	112,871	136,263	Nov.
Dec. ...	174,172	171,860	100,870	179,359	161,830	114,719	90,741	55,205	74,204	99,426	Dec.
Total .	3,276,786	3,614,398	2,951,503	3,480,702	4,407,263	3,036,678	2,222,025	1,276,812	1,739,663	2,292,443	Total

* R. L. Polk & Company.

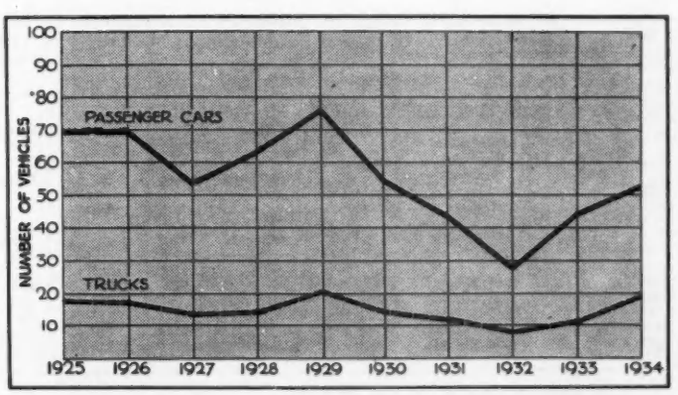
Sales Gain Most in South and West of Mississippi

New Motor Vehicle Sales by States

	Passenger Cars		Trucks		Total New Motor Vehicles		Per Cent of Total	Per Cent Increase—1934 over
	1934	1933	1934	1933	1934	1933	1934	1933
Alabama	25,560	14,514	8,051	4,054	33,611	18,568	1.47	81.2
Arizona	6,472	3,625	2,167	1,086	8,639	4,711	.38	83.2
Arkansas	15,757	11,626	4,960	3,638	20,717	15,264	.90	35.8
California	116,121	98,068	20,496	13,788	136,617	111,856	5.96	22.2
Colorado	18,701	11,739	5,196	2,488	23,897	14,227	1.04	68.0
Connecticut	27,347	24,213	6,124	4,246	33,471	28,459	1.46	17.6
Delaware	4,868	4,119	1,115	828	5,983	4,947	.26	21.0
Dist. of Col.	18,523	14,375	1,979	1,362	20,502	15,737	.89	30.2
Florida	26,717	17,924	8,046	4,186	34,763	22,110	1.52	57.1
Georgia	33,235	24,119	7,921	5,260	41,156	29,379	1.80	40.2
Idaho	7,216	3,463	2,817	1,545	10,033	5,008	.44	100.0
Illinois	109,287	85,460	17,584	11,764	126,871	97,224	5.53	30.6
Indiana	53,147	40,176	11,123	6,121	64,270	46,297	2.80	39.0
Iowa	38,619	25,866	9,860	5,449	48,479	31,315	2.11	55.0
Kansas	32,935	24,238	7,170	4,292	40,105	28,530	1.75	40.8
Kentucky	25,889	20,316	6,815	4,195	32,704	24,511	1.43	33.5
Louisiana	23,272	16,300	5,359	2,882	28,631	19,182	1.25	49.2
Maine	11,573	10,494	4,262	2,614	15,835	13,108	.69	20.7
Maryland	24,930	20,193	5,457	3,818	30,387	24,011	1.33	26.5
Massachusetts	70,536	63,248	12,887	9,511	83,423	72,759	3.64	14.7
Michigan	109,773	85,682	16,281	9,085	126,054	94,767	5.50	34.0
Minnesota	37,573	30,829	9,255	5,722	46,828	36,551	2.04	28.2
Mississippi	15,904	10,628	5,414	2,752	21,318	13,380	.93	59.5
Missouri	55,585	45,773	12,920	8,535	68,505	54,308	2.99	26.1
Montana	9,789	6,056	4,215	2,055	14,004	8,111	.61	73.0
Nebraska	21,778	16,393	5,411	2,713	27,189	19,106	1.19	42.0
Nevada	2,457	1,328	638	233	3,095	1,561	.13	92.8
New Hampshire	7,911	6,597	2,731	1,783	10,642	8,380	.46	27.1
New Jersey	61,061	56,438	11,016	7,401	72,077	63,839	3.14	12.9
New Mexico	6,298	3,716	3,578	1,395	9,876	5,111	.43	93.0
New York	179,335	175,763	30,383	20,200	209,718	195,963	9.15	7.0
North Carolina	45,951	29,191	11,185	6,597	57,136	35,788	2.49	59.5
North Dakota	7,693	5,263	2,389	1,107	10,082	6,370	.44	57.0
Ohio	128,445	101,213	20,487	11,150	148,932	112,363	6.50	32.7
Oklahoma	39,377	28,914	8,944	4,941	48,321	33,855	2.11	43.0
Oregon	14,309	10,123	3,780	2,488	18,089	12,611	.79	43.0
Pennsylvania	147,165	121,425	29,891	19,991	177,056	141,416	7.72	25.6
Rhode Island	11,835	10,749	2,035	1,598	13,870	12,347	.60	12.2
South Carolina	19,896	14,591	4,228	2,604	24,124	17,195	1.05	40.2
South Dakota	7,197	4,849	2,252	996	9,449	5,845	.41	62.7
Tennessee	28,077	19,880	6,366	3,623	34,443	23,503	1.50	46.3
Texas	106,622	80,447	24,854	13,889	131,476	94,336	5.74	39.7
Utah	6,887	4,704	2,530	1,568	9,417	6,272	.41	50.0
Vermont	4,892	3,774	2,048	1,311	6,940	5,085	.30	36.3
Virginia	31,372	22,180	8,508	5,667	39,880	27,847	1.74	43.5
Washington	23,120	16,633	6,199	4,002	29,319	20,635	1.28	42.2
West Virginia	22,029	15,326	5,847	2,988	27,876	18,314	1.22	52.0
Wisconsin	41,008	28,308	9,313	5,411	50,321	33,719	2.20	49.2
Wyoming	4,513	2,945	1,799	937	6,312	3,882	.28	62.8
Total	1,888,557	1,493,794	403,886	245,869	2,292,443	1,739,663	100.00	31.7

New Motor Vehicle Sales Per Dealer

	Passenger Cars		Trucks	
	Units per Dealer	Average Volume per Dealer	Units per Dealer	Average Volume per Dealer
1924	37	$30,488	13	$13,000
1925	69	60,375	17	19,091
1926	69	63,825	17	19,074
1927	53	51,993	12	14,016
1928	63	56,637	14	14,574
1929	75	62,250	20	19,220
1930	55	43,340	14	12,656
1931	45	34,425	12	10,056
1932	29	20,880	8	6,208
1933	44	28,700	11	7,850
1934	53	35,200	19	13,250



Public Paid $1,299,400,000 for New Cars in 1934

U. S. New Car Registrations and Estimated Dollar Volume by Retail Price Classes: 1934, 1932 and 1932 Compared

	Units			Per Cent of Total		
	1934	1933	1932	1934	1933	1932
Chevrolet, Ford and Plymouth	1,368,099	1,035,273	693,713	72.45	69.36	63.49
Others under $750	80,384	250,982	84,619	4.26	16.81	7.74
$751-$1,000	359,170	116,509	184,425	19.02	7.81	16.88
$1,001-$1,500	52,278	57,563	76,720	2.77	3.86	7.02
$1,501-$2,000	13,427	12,043	26,099	.71	.81	2.39
$2,001-$3,000	10,913	15,025	18,676	.58	1.00	1.71
$3,001 and over	4,087	5,240	8,415	.21	.35	.77
Total	1,888,358	1,492,635	1,092,667	100.00	100.00	100.00
Miscellaneous	199	1,159	3,732			
Total	1,888,557	1,493,794	1,096,399			

	Estimated Dollar Volume			Per Cent of Total		
	1934	1933	1932	1934	1933	1932
Chevrolet, Ford and Plymouth	$827,500,000	$571,000,000	$408,000,000	63.68	58.49	48.40
Others under $750	54,000,000	163,400,000	58,000,000	4.16	16.74	6.88
$751-$1,000	286,600,000	96,600,000	161,000,000	22.06	9.89	19.10
$1,001-$1,500	63,900,000	66,900,000	93,000,000	4.92	6.85	11.03
$1,501-$2,000	24,200,000	19,900,000	44,000,000	1.86	2.04	5.22
$2,001-$3,000	27,800,000	37,300,000	48,000,000	2.14	3.82	5.69
$3,001 and over	15,400,000	21,200,000	31,000,000	1.18	2.17	3.68
Total	$1,299,400,000	$976,300,000	$843,000,000	100.00	100.00	100.00

New Truck Registrations by Makes

Makes	New Truck Registrations				Per Cent of Total				Rank			
	1934	1933	1932	1931	1934	1933	1932	1931	1934	1933	1932	1931
Austin	494	1,053	.....	.....	.12	.42	.....	.....	16	14	..	..
Autocar	1,139	1,127	1,015	1,748	.28	.46	.56	.56	13	13	13	12
Brockway	1,213	875	752	1,685*	.30	.36	.42	.54	12	15	16	13
Chevrolet	157,544	99,880	60,784	99,600	38.99	40.62	33.69	31.74	1	1	2	2
Diamond T	5,440	4,139	2,250	2,483	1.35	1.68	1.25	.79	6	6	8	11
Dodge	48,252	28,034	8,744	13,518	11.94	11.40	4.85	4.31	3	3	4	4
Federal	1,962	1,360	1,167	1,523	.49	.55	.65	.48	9	11	11	14
Ford	128,288	62,397	66,937	138,854	31.76	25.38	37.10	44.25	2	2	1	1
G. M. C.	10,449	6,602	6,359	6,919	2.59	2.69	3.52	2.20	5	5	5	5
Indiana	729	1,252	957	.....	.18	.51	.53	.....	15	12	14	..
International	31,555	26,658	15,752	21,073	7.81	10.84	8.73	6.72	4	4	3	3
Mack	1,830	1,652	1,425	2,945	.45	.67	.79	.94	10	9	10	9
Reo	5,035	3,042	3,187	5,166	1.25	1.24	1.77	1.65	7	7	6	6
Sterling	134	108	227	739	.03	.04	.13	.23	17	18	17	16
Stewart	736	684	867	1,394	.18	.28*	.48	.44	14	16	15	15
Studebaker	1,697	2,407†	2,430	3,495	.42	.98	1.35	1.11	11	8	7	7
White	3,963	1,384	2,138	2,561	.98	.56	1.19	.82	8	10	9	10
Willys	25	233	1,132	3,131	.01	.09	.63	1.00	18	17	12	8
Miscellaneous	3,401	2,982	4,290	7,050	.86	1.23	2.36	2.22	..	..	..	..
Total	403,886	245,869	180,413	313,884	100.00	100.00	100.00	100.00	..	..	..	..

*Includes Indiana.
†Includes Rockne.

New and Used Car Financing Data

Statistics on automobile financing, based on data reported to the Bureau of Census by *313 automobile financing organizations in 1932, and 282 identical organizations for 1933-'34. The changes in number of organizations included have not greatly affected the totals.

YEAR	Wholesale Financing Volume in Dollars	RETAIL FINANCING										
		TOTAL			NEW CARS			USED CARS			UNCLASSIFIED		
		Number of Cars	Volume and Average		Number of Cars	Volume and Average		Number of Cars	Volume and Average		Number of Cars	Volume and Average	
			Total Amount	Per Car		Total Amount	Per Car		Total Amount	Per Car		Total Amount	Per Car
1930	$660,978,901	2,933,973	$1,201,341,267	$409	1,287,796	$730,417,562	$567	1,558,932	$435,989,399	$280	87,245	$34,934,306	$400
1931	554,440,655	2,448,245	950,301,958	388	1,006,875	558,158,290	554	1,370,655	366,774,095	268	70,715	25,369,573	359
1932	330,267,440	1,521,988	535,625,105	352	537,986	293,803,672	546	938,320	226,581,684	241	45,682	15,239,749	334
1933	479,984,028	1,711,130	596,453,758	349	728,571	375,712,921	516	943,473	208,359,170	221	39,086	12,381,667	317
1934	890,238,563	2,283,587	853,431,268	374	1,014,664	559,167,458	551	1,221,917	277,723,191	227	47,006	16,540,619	352

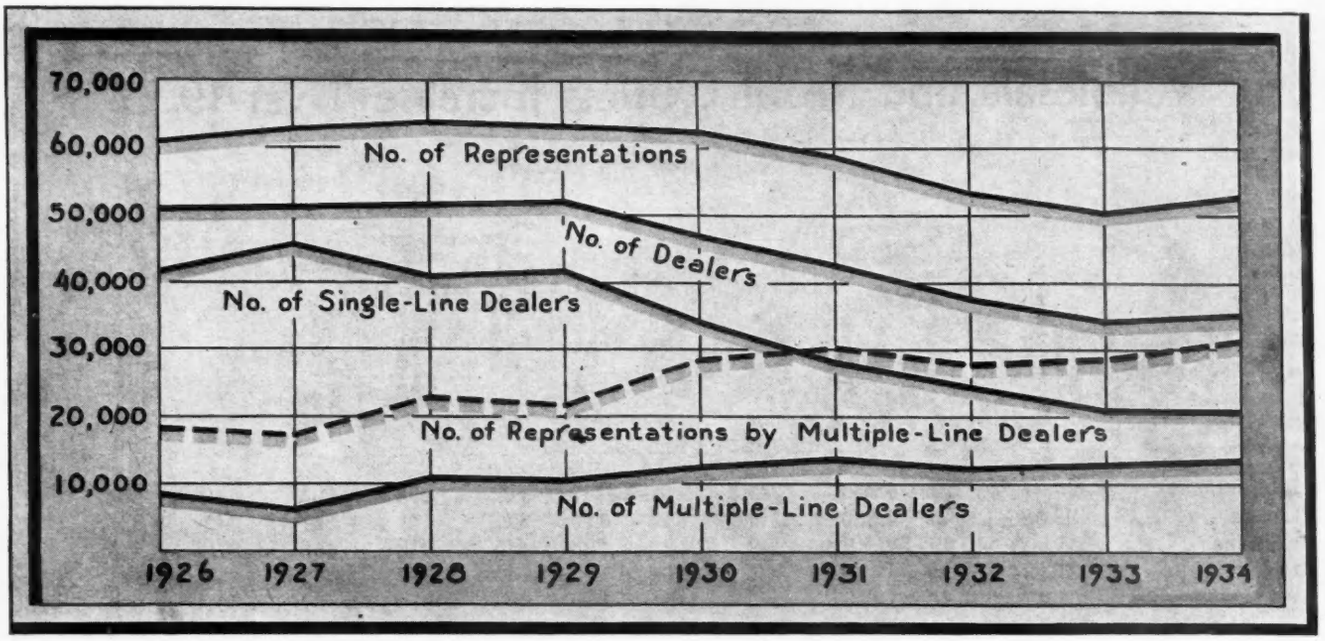
*365 establishments for 1930 and 1931.

Wholesale and Retail Outlets Increase Over 1933

Sales Outlets by States

State	Total Motor Vehicle Registrations, 1934	Wholesale Data		RETAIL DATA								
		No. of Wholesalers*	Motor Vehicles Per Wholesaler	Total Car and Truck Dealers*	Exclusive Truck Dealers*	Total Passenger Car Dealers*	Motor Vehicles Per Car and Truck Dealer	Car Dealer Service Stations*	Independent Repair Shops*	Total Repair Shops*	All Retail Outlets (Duplications Eliminated)	Truck Fleet Owners (10 or more vehicles)*
Alabama	225,276	53	4,250	317	5	312	722	295	565	860	908	121
Arizona	96,586	22	4,380	111	1	110	877	101	241	342	361	63
Arkansas	205,000	49	4,185	329	6	323	635	312	566	878	915	65
California	2,021,924	489	4,140	1,740	90	1,650	1,740	1,587	6,068	7,655	8,521	1,134
Colorado	264,421	65	4,160	387	8	379	696	374	657	1,031	1,079	160
Connecticut ...	354,741	101	3,500	521	17	504	535	490	720	1,210	1,366	514
Delaware	54,145	9	6,015	66	5	61	820	59	80	139	167	83
Dist. of Col.....	180,642	24	7,050	69	4	65	2,770	65	123	188	209	152
Florida	333,350	104	3,200	408	9	399	835	386	955	1,341	1,393	222
Georgia	376,993	75	5,100	513	8	505	745	488	783	1,271	1,316	170
Idaho	97,500	27	3,610	230	5	225	430	223	322	545	555	26
Illinois	1,463,930	327	4,465	2,236	75	2,161	677	2,138	3,775	5,913	6,184	1,790
Indiana	790,900	182	4,340	1,188	42	1,146	690	1,135	1,951	3,086	3,241	483
Iowa	663,942	143	4,640	1,455	39	1,416	469	1,340	1,826	3,166	3,382	192
Kansas	525,500	120	4,370	1,124	41	1,083	485	1,040	1,399	2,439	2,593	129
Kentucky	319,645	67	4,770	603	16	587	544	570	727	1,297	1,381	173
Louisiana	243,639	63	3,960	303	8	295	825	296	521	817	863	208
Maine	178,116	44	4,050	353	6	347	513	336	570	906	930	96
Maryland	332,159	62	5,350	416	15	401	827	399	517	910	962	310
Massachusetts .	785,392	223	3,520	1,028	35	993	790	923	1,662	2,585	2,905	956
Michigan	1,148,953	205	5,560	1,664	38	1,626	701	1,566	2,545	4,111	4,388	907
Minnesota	697,211	105	6,640	1,349	21	1,328	525	1,294	1,843	3,137	3,338	358
Mississippi	166,500	40	4,150	326	7	319	366	313	367	680	714	35
Missouri	739,813	175	4,210	1,077	22	1,055	700	1,024	2,130	3,154	3,380	570
Montana	130,214	33	3,940	340	19	321	405	317	431	748	769	34
Nebraska	396,200	80	4,950	1,032	42	990	400	928	1,218	2,146	2,331	138
Nevada	31,400	7	4,490	112	1	111	283	103	90	193	217	11
New Hampshire	113,172	29	3,900	209	7	202	560	202	345	547	549	63
New Jersey ...	864,570	179	4,825	998	53	945	914	929	2,227	3,156	3,432	828
New Mexico ...	82,847	20	4,140	136	2	134	618	132	187	319	324	21
New York	2,295,646	599	3,830	2,668	138	2,530	905	2,411	5,846	8,257	8,977	1,467
North Carolina.	382,308	85	4,500	597	20	577	662	574	850	1,424	1,485	177
North Dakota .	161,201	27	5,960	559	22	537	300	502	510	1,012	1,097	22
Ohio	1,603,000	393	4,070	2,147	75	2,072	773	2,008	3,446	5,454	5,894	756
Oklahoma	457,000	99	4,610	678	12	666	685	646	978	1,624	1,757	167
Oregon	277,800	80	3,460	353	11	342	810	338	994	1,332	1,419	118
Pennsylvania ..	1,683,737	421	4,080	2,989	136	2,853	590	2,875	5,150	8,025	8,468	1,712
Rhode Island ..	143,409	31	4,610	143	5	138	1,030	133	300	433	492	223
South Carolina.	165,150	40	4,125	292	4	288	574	285	418	703	683	72
South Dakota ..	168,225	25	6,820	441	23	418	402	411	589	1,000	1,060	28
Tennessee	342,300	74	4,615	357	7	350	980	341	758	1,099	1,104	204
Texas	1,253,012	287	4,350	1,612	40	1,572	796	1,546	3,056	4,602	4,470	559
Utah	102,000	31	3,290	167	4	163	626	161	400	561	641	64
Vermont	77,921	22	3,530	183	6	177	440	174	350	524	546	16
Virginia	366,338	73	5,010	605	23	582	629	590	1,085	1,675	1,714	186
Washington ...	422,240	133	3,170	555	20	535	790	520	1,746	2,266	2,391	207
West Virginia..	193,660	69	2,805	464	23	441	437	439	745	1,184	1,281	143
Wisconsin	706,781	136	5,190	1,608	39	1,569	453	1,529	1,732	3,261	3,478	341
Wyoming	65,235	10	6,500	180	6	174	375	172	160	332	361	17
Total	24,751,644	5,757	4,300†	37,238	1,261	35,977	679†	35,020	64,518	99,538	105,991	16,491

* Chilton Trade List. † Average.



The Roll Call of Passenger Car Dealers*

(End-of-the-Year Figures)

	1926	1927	1928	1929	1930	1931	1932	1933	1934
Number of Dealers	50,868	51,440	50,984	51,560	47,144	42,881	38,092	34,129	35,977
Number of Representatives*	60,378	62,387	62,872	63,054	62,741	59,173	53,437	50,028	53,602
Number of Single-Line Dealers	41,799	45,464	40,314	41,368	34,044	28,594	25,006	20,965	21,659
Number of Multiple-Line Dealers	9,069	5,976	10,670	10,192	13,100	14,287	13,086	13,164	14,316
Number of Representatives by Multiple-Line Dealers	18,579	16,923	22,558	21,686	28,697	30,579	28,431	29,063	31,943

*There are more representatives than dealers because some dealers represent more than one line.

Passenger Car Representations by Makes*

(End-of-the-Year Figures)

	1926	1927	1928	1929	1930	1931	1932	1933	1934
Plymouth	—	—	—	—	7,218	7,351	6,276	7,642	9,537
Chevrolet	7,738	8,381	8,987	9,553	9,558	9,412	9,039	8,885	8,578
Ford	9,376	9,375	8,731	8,598	8,833	8,735	8,280	7,480	7,388
Total Chevrolet, Plymouth and Ford	17,114	17,756	17,718	18,151	25,609	25,498	23,595	24,007	25,503
Chrysler	2,975	3,455	3,647	3,337	3,007	3,454	2,999	3,511	4,360
Dodge	3,692	3,667	3,212	2,994	2,842	2,663	2,722	2,772	3,297
Hudson	3,842	3,754	3,508	3,488	2,863	2,270	1,761	1,842	2,641
Pontiac	2,627	3,273	4,386	4,545	3,435	2,887	2,503	2,336	2,314
Buick	3,614	3,597	3,533	3,241	3,003	2,608	2,472	2,273	2,303
Studebaker	2,850	2,546	2,262	2,242	1,971	1,999	1,927	1,733	1,986
De Soto	—	—	307	1,133	1,369	1,234	1,252	1,359	1,880
Oldsmobile	1,685	1,845	1,656	1,668	1,592	1,426	1,351	1,418	1,611
Nash	2,196	2,280	1,986	2,123	1,884	1,677	1,430	1,201	1,283
Reo	1,112	1,093	1,119	870	772	1,079	756	368	813
Graham	1,955	1,389	1,492	1,751	1,469	1,206	1,079	920	782
Hupmobile	1,356	1,291	1,265	1,296	1,084	991	854	699	763
Cadillac	823	815	762	722	700	654	602	563	541
Auburn	448	452	525	702	581	1,117	780	477	518
Packard	750	739	762	776	721	682	624	540	486
Pierce-Arrow	271	244	214	266	312	449	385	350	243
Total except Chevrolet, Plymouth and Ford	30,196	30,440	30,636	31,154	27,605	26,396	23,497	22,362	25,821
Miscellaneous and Unclassified	13,068	14,191	14,518	13,749	9,527	7,279	6,345	3,659	2,278
Grand Total Representations	60,378	62,387	62,872	63,054	62,741	59,173	53,437	50,028	53,602

*Data from Chilton Trade List

Dealer Representations by Population Groups*

	10,000 and Under		10,000—50,000		50,000—100,000		Over 100,000		Total Representations	
	1933	1934	1933	1934	1933	1934	1933	1934	1933	1934
Auburn	177	163	150	170	45	51	105	134	477	518
Buick	1,477	1,481	531	547	97	88	168	187	2,273	2,303
Cadillac	169	157	247	234	58	60	89	90	563	541
Chevrolet	7,316	7,273	704	714	118	127	447	464	8,885	8,578
Chrysler	2,559	3,308	586	653	88	102	278	297	3,511	4,360
De Soto	638	1,061	412	494	81	95	228	230	1,359	1,880
Dodge	1,816	2,259	568	630	98	97	290	311	2,772	3,297
Ford	6,190	6,060	666	677	125	135	499	516	7,480	7,388
Graham	398	311	278	250	77	81	167	140	920	782
Hudson	1,047	1,589	467	597	95	116	233	339	1,842	2,641
Hupmobile	287	281	219	275	56	68	137	139	699	763
Nash	602	587	354	410	71	80	174	206	1,201	1,283
Oldsmobile	829	927	358	406	77	78	154	200	1,418	1,611
Packard	137	114	241	214	65	57	97	101	540	486
Pierce-Arrow	88	46	141	99	38	28	83	70	350	243
Plymouth	5,013	6,628	1,566	1,777	267	294	796	838	7,642	9,537
Pontiac	1,540	1,473	507	530	82	89	207	222	2,336	2,314
Reo	291	352	208	263	60	75	109	123	368	813
Studebaker	991	1,141	497	564	88	101	157	180	1,733	1,986
Miscellaneous	2,102	1,280	866	500	184	148	507	350	3,659	2,278
Total	33,667	36,491	9,566	10,004	1,870	1,970	4,925	5,137	50,028	53,602
Per Cent Change		+8%		+2%		+3%		+2%		+4%

Dealer Representations by Makes by States*

STATES	Auburn	Buick	Cadillac	Chevrolet	Chrysler	De Soto	Dodge	Ford	Graham	Hudson-Terraplane	Hupmobile	Nash	Oldsmobile	Packard	Pierce-Arrow	Plymouth	Pontiac	Reo	Studebaker	Miscellaneous	TOTAL
Alabama	1	14	5	93	37	8	17	94	2	23	4	7	8	2	2	62	9	2	9	22	421
Arizona	.....	7	2	30	15	4	10	25	.....	9	.....	3	4	1	1	29	6	1	10	14	171
Arkansas	.....	11	2	106	37	9	20	106	2	11	4	9	8	1	2	66	11	2	15	9	431
California	34	128	37	307	149	102	170	341	50	100	37	57	91	31	27	421	110	44	135	136	1,507
Colorado	9	31	5	83	55	9	40	78	3	32	4	10	15	2	2	104	22	12	19	21	556
Connecticut	18	39	15	67	56	32	52	52	19	49	33	23	28	11	8	140	46	21	34	34	777
Delaware	1	3	2	10	3	5	4	15	.....	5	2	2	2	2	.....	12	6	2	4	9	89
District of Columbia	.....	2	1	7	7	6	7	12	1	7	2	2	3	1	1	20	3	2	3	6	93
Florida	7	26	13	80	58	25	31	99	7	24	10	13	15	10	4	114	24	13	21	43	636
Georgia	3	25	9	150	66	23	32	155	3	26	5	7	20	5	6	121	22	4	20	25	727
Idaho	4	13	1	55	26	9	29	56	5	13	4	9	4	1	.....	64	6	4	21	10	334
Illinois	42	164	35	500	229	138	216	382	45	142	59	89	95	32	12	583	158	42	126	111	3,200
Indiana	18	78	13	262	140	85	101	202	20	108	21	38	72	10	5	326	91	25	52	80	1,747
Iowa	5	89	9	425	211	44	126	274	19	91	17	39	58	12	2	381	90	15	75	54	2,036
Kansas	6	53	10	290	126	54	101	241	11	80	14	32	41	6	2	281	64	18	54	44	1,528
Kentucky	4	34	4	146	83	31	62	135	12	42	15	13	20	6	1	176	27	9	28	33	881
Louisiana	2	9	1	90	24	14	22	100	1	10	2	12	7	2	1	60	13	3	11	12	396
Maine	.....	18	6	57	40	11	32	61	12	48	4	25	13	7	3	83	20	18	23	18	499
Maryland	4	18	4	77	62	19	35	83	9	31	8	16	15	9	1	116	31	6	26	35	605
Massachusetts	14	53	22	164	112	48	86	148	27	116	31	59	45	24	14	246	51	43	60	56	1,419
Michigan	29	131	30	372	150	67	154	342	59	169	37	56	90	30	7	371	129	53	65	95	2,436
Minnesota	9	86	11	399	170	54	120	294	23	79	28	25	56	10	6	344	87	18	77	57	1,953
Mississippi	2	11	2	109	44	4	16	106	2	13	2	9	6	2	1	64	13	3	9	23	441
Missouri	7	48	10	336	125	61	110	203	15	53	13	34	32	6	3	296	57	20	38	50	1,517
Montana	1	29	6	86	38	11	38	73	5	19	6	12	18	1	2	87	26	9	27	29	523
Nebraska	6	48	5	270	140	53	102	239	7	55	7	20	49	3	1	295	38	8	56	25	1,427
Nevada	2	13	4	22	16	6	12	23	2	6	1	9	4	2	2	34	9	1	15	14	197
New Hampshire	2	17	2	43	26	7	18	41	8	19	6	12	7	4	1	51	10	9	10	8	301
New Jersey	32	67	40	150	88	62	86	150	28	67	40	51	41	24	12	236	88	41	74	81	1,458
New Mexico	1	14	1	40	19	3	7	31	.....	12	2	2	2	2	1	29	6	4	8	8	192
New York	65	183	70	456	309	146	246	411	89	198	91	125	144	56	23	701	190	79	144	145	3,871
North Carolina	8	43	4	159	89	27	57	133	9	40	2	10	27	9	2	173	39	3	25	33	892
North Dakota	1	25	4	173	100	14	30	136	.....	25	4	8	18	2	1	144	22	2	37	28	774
Ohio	42	123	33	438	279	181	190	344	67	188	47	82	106	33	15	650	125	51	127	177	3,298
Oklahoma	8	38	7	187	58	19	58	187	5	45	3	7	29	6	2	135	42	2	29	31	898
Oregon	2	23	6	96	37	28	31	81	11	27	1	9	13	3	3	96	23	3	13	25	531
Pennsylvania	68	182	47	489	379	178	261	416	104	220	105	149	159	52	33	818	220	112	184	249	4,425
Rhode Island	1	10	3	28	16	10	21	14	4	15	5	11	5	4	1	47	10	8	11	8	232
South Carolina	4	19	2	85	29	12	26	78	2	20	4	3	13	3	.....	67	18	3	12	8	408
South Dakota	1	27	1	124	51	16	37	110	3	20	7	10	19	2	1	104	19	3	19	52	626
Tennessee	2	12	5	101	47	16	36	87	4	24	5	5	14	6	3	99	15	2	14	19	516
Texas	9	85	14	484	183	50	129	435	8	82	12	24	38	13	5	362	82	14	58	119	2,206
Utah	3	8	1	34	15	7	11	44	3	16	6	6	4	2	1	33	6	3	11	11	225
Vermont	5	8	3	37	21	13	16	43	6	18	4	12	3	6	1	50	10	7	5	6	274
Virginia	5	34	8	157	67	18	52	159	7	44	11	13	16	4	5	137	34	6	22	36	835
Washington	5	33	5	133	58	28	56	119	13	46	6	12	31	7	5	142	30	8	34	37	808
West Virginia	6	30	7	102	67	24	40	80	14	36	6	16	21	7	8	131	31	23	21	51	721
Wisconsin	19	123	12	427	180	82	125	314	33	107	26	79	72	12	4	387	116	29	82	70	2,299
Wyoming	1	18	2	42	23	7	19	36	2	11	.....	7	10	.....	.....	49	9	4	13	11	265
TOTAL	518	2,303	541	8,578	4,360	1,880	3,297	7,388	782	2,641	763	1,283	1,611	486	243	9,537	2,314	813	1,986	2,278	53,602

* Chilton Trade List.

Export and Aircraft Statistics Begin on Page 293

AUTOMOTIVE

AMERICAN PASSENGER

MAKE AND MODEL	Type No. of Cylinders, Bore and Stroke	Engine Mounting	Points of Suspension	Taxable H.P.	Piston Displacement (Cu. Ins.)	Wt. per Cu. In. 5 Pass.-4 Door Sedan	H.P. per Cu. In.	Maximum Brake H.P. at Specified R.P.M.	B.M.E.P. at Maximum H.P.	Engine Revolutions per Mile	Wt. per H.P. 5 Pass.-4 Door Sedan	Cylinder Head Material	COMPRESSION RATIO Standard	COMPRESSION RATIO Optional	VALVES Arrangement	VALVES Seat Inserts Used? Exhaust	VALVES Inlet Head Diameter (Ins.)	VALVES Inlet Seat Angle (Deg.)	VALVES Exhaust Head Diameter (Ins.)	VALVES Exhaust Seat Angle (Deg.)	Camshaft Drive (Make and Type)	PISTONS Pin Diameter	PISTONS Pin Locked In	PISTONS Material	PISTONS Weight of Piston and Rod Assembly (Lbs.)	Speed at Maximum H.P. (Ft. per Min.)
Auburn.....653	6-3 1/16x4 3/4	RFR.	4	22.5	209.9	15.7	.40	85-3500	91.8	3245	38.6	Al.	6.20	None..	L...	N..	1 5/16	30	1 13/32	45	W-ch...	7/8	R...	Als..	3.71	2770
Auburn.....851	8-3 1/16x4 3/4	RFR.	4	30.0	279.9	12.9	.41	115-3600	90.6	3303	31.4	Al.	6.20	None..	L...	N..	1 5/16	30	1 13/32	45	W-ch...	7/8	R...	Als..	3.71	2850
Austin.....	4-2.2x3	R....	..	7.8	45.6	24.6	.28	13-3200	70.7	....	86.1	CI.	5.30	None..	L...	N..	1 1/32	45	1 1/32	45	-ge...	1/2	....	Al..	.....	1600
Buick.....35-40	8-3 1/4x3 7/8	RFR.	5	30.6	233.0	13.5	.39	93-3200	98.8	3217	33.9	CI.	5.45	None..	I...	N..	1 11/32	45	1 11/32	45	LB-ch..	5/8	R...	CI..	3.74	2065
Buick.....35-50	8-2 13/16x4 1/4	RFR.	5	28.2	235.3	16.4	.37	88-3200	92.8	3477	43.8	CI.	5.25	None.	I...	N..	1 11/32	45	1 11/32	45	GE-ge..	3/4	R...	CI..	3.95	2265
Buick.....35-60	8-3 1/16x4 5/8	RFR.	5	30.6	278.1	15.5	.36	100-3200	89.0	3257	43.0	CI.	5.25	None.	I...	N..	1 5/16	45	1 7/16	45	GE-ge..	5/8	R...	CI..	4.58	2470
Buick.....35-90	8-3 5/16x5	RFR.	5	35.1	344.8	13.6	.34	116-3200	83.2	2982	40.4	CI.	4.95	None.	I...	N..	1 13/32	45	1 13/32	45	GE-ge..	7/8	R...	CI..	5.50	2670
Cadillac.....355-D	V8-3 3/16x4 5/8	RFR.	5	36.4	353.0	*13.4	.37	130-3400	85.8	3128	36.2	CI.	6.25	5.75	L...	N..	1 21/32	30	1 11/32	45	M-ch...	7/8	P...	Al..	3.46	2795
Cadillac.....370-D	V12-3 1/16x4	RFR.	5	46.9	368.0	15.6	.41	150-3600	89.7	3173	38.0	CI.	6.00	5.65	I...	N..	1 23/32	45	1 23/32	45	M-ch...	7/8	P...	Al..	3.05	2400
Cadillac.....452-D	V16-3x4	RFR.	5	57.5	452.0	.....	.41	185-3800	85.3	3067	....	CI.	6.00	5.65	I...	N	1 23/32	45	1 23/32	45	M-ch...	7/8	P...	Al..	3.07	2535
Chevrolet.....Master	6-3 5/16x4	RFR.	5	26.3	206.8	14.9	.39	80-3300	93.0	3020	38.5	CI.	5.60	None..	I...	N..	1 15/32	30	1 11/32	30	Va-ge..	1	R...	CI..	4.37	2200
Chevrolet.....Std.	6-3 5/16x4	RFR.	5	26.3	206.8	.....	.36	74-3200	88.6	3082	....	CI.	5.45	None..	I...	N..	1 11/32	45	1 11/32	45	Va-ge..	1	R...	CI..	4.37	2135
Chrysler.....Airstream 6	6-3 5/16x4 1/2	Flo..	2	27.3	241.5	12.5	.39	93-3400	90.0	3065	32.4	CI.	6.00	None.	L...	Y..	1 27/32	45	1 25/32	45	-ch..	3/4	Flo.	Al..	.....	2550
Chrysler.....Airstream 8	8-3 1/4x4 1/2	Flo..	2	33.8	273.8	11.7	.38	105-3400	89.5	2870	30.6	CI.	6.20	None..	L...	Y..	1 25/32	45	1 13/16	45	-ch..	3/4	Flo.	Al..	.....	2340
Chrysler.....Airflow 8	8-3 1/4x4 7/8	Flo..	2	33.8	323.5	11.8	.36	115-3400	82.9	2895	33.8	CI.	6.20	None..	L...	Y..	1 15/16	45	1 13/16	45	-ch..	3/4	Flo.	Al..	.....	2765
Chrysler.....Airflow Imp. 8	8-3 1/4x4 7/8	Flo..	2	33.8	323.5	12.4	.40	130-3400	93.7	2941	30.8	Al.	6.50	7.45	L...	Y..	1 15/16	45	1 13/16	45	-ch..	3/4	Flo.	Al..	.....	2765
Chrysler.....Airflow I. C. 8	8-3 1/16x5	Flo..	2	39.2	384.8	.....	.39	150-3200	96.4	2941	....	Al.	6.50	7.45	L...	Y..	1 15/16	45	1 13/16	45	-ch..	3/4	Flo.	Al..	.....	2665
Chrysler.....Airflow I. C. 8	8-3 1/4x4 7/8	Flo..	2	33.8	323.5	.....	.40	130-3400	93.7	2895	....	Al°	6.50	7.45	L...	Y..	1 15/16	45	1 13/16	45	-ch..	3/4	Flo.	Al..	.....	2765
De Soto.....Airstream 6	6-3 5/16x4 1/2	Flo..	2	27.3	241.5	12.4	.38	91-3400	87.9	2890	32.9	CI.	6.00	None..	L...	Y..	1 27/32	45	1 25/32	45	-ch..	3/4	Flo.	Al..	.....	2550
De Soto.....Airflow 6	6-3 5/16x4 1/2	Flo..	2	27.3	241.5	14.0	.41	100-3400	96.5	3009	33.9	Al.	6.50	7.00	L...	Y..	1 27/32	45	1 13/16	45	-ch..	3/4	Flo.	Al..	.....	2550
Dodge.....6	6-3 1/4x4 3/8	Flo..	2	25.3	217.8	13.1	.38	85-3600	86.0	3102	33.6	CI.	6.50	None..	L...	Y..	1 15/16	45	1 13/16	45	-ch..	3/4	Flo.	Als.	.....	2625
Duesenberg.....J	8-3 3/4x4 3/4	RFR.	..	45.0	419.7	.....	.63	320-4200	144.0	2460	....	CI.	5.20	.....	Ob..	....	1 1/2	30	1 7/8	30	LB-ch..	1 1/8	Flo.	Al..	.....	3320
Ford.....V8	8-3 1/16x3 3/4	RFR.	3	30.0	221.0	.....	.41	90-3800	85.0	3090	....	Al.	6.30	None..	L...	Y..	1 3/16	45	1 3/16	45	-ge..	3/4	R...	Al..	.....	2375
Graham.....Std. 6-74	6-3x4	RFR.	3	21.6	169.6	.....	.35	60-3500	80.2	3225	....	CI.	5.80	None..	L...	N..	1 23/32	30	1 11/32	30	LB-ch..	5/8	R...	Als..	.....	2335
Graham.....Spec. 6-73	6-3 1/4x4 1/2	RFR.	4	25.3	224.0	.....	.38	85-3400	88.5	3045	....	Al.	6.50	None..	L...	N..	1 5/8	30	1 11/16	45	LB-ch..	5/8	R...	Als..	.....	2550
Graham.....8-72	8-3 1/16x4	RFR.	4	31.2	245.4	.....	.39	95-3400	90.4	3113	....	Al.	6.70	None..	L...	N..	1 5/8	45	1 1/4	45	LB-ch..	5/8	R...	Als..	.....	2265
Graham.....Sup. 8-75	8-3 1/4x4	RFR.	4	33.8	265.4	.....	.53	140-4000	104.8	2959	....	Al.	6.70	None..	L...	N..	1 1/2	45	1 3/8	45	LB-ch..	7/8	R...	Als..	.....	2670
Hudson.....Big Six	6-3 1/5	RFR.	3	21.6	212.0	.....	.44	93-3800	91.4	3074	....	CA	6.25	.....	L...	....	1 3/4	45	1 3/4	45	GE-ge..	3/4	Flo.	Al..	2.62	3165
Hudson Sp., Del. & Cus. 8	8-3x4 1/2	RFR.	3	28.8	254.4	.....	.44	113-3800	92.8	3020	....	CA	6.00	7.00	L...	....	1 1/2	45	1 3/8	45	GE-ge..	3/4	Flo.	Al..	2.62	2850
Hupmobile.....518	6-3 1/2x4 1/4	RFR.	4	29.4	245.3	.....	.41	101-3600	90.8	3328	....	CI.	5.75	6.20	L...	N..	1 11/32	45	1 11/32	45	M-ch...	7/8	Flo.	Als.	3.94	2550
Hupmobile.....521	6-3 1/2x4 1/4	RFR.	4	29.4	245.3	13.6	.41	101-3600	90.8	3244	32.9	CI.	5.75	6.20	L...	N..	1 11/32	45	1 11/32	45	M-ch...	7/8	Flo.	Als.	3.94	2550
Hupmobile.....527	8-3 5/16x4 3/4	RFR.	4	32.5	303.2	12.2	.40	120-3500	89.8	3084	30.8	CI.	5.80	.....	L...	N..	1 11/32	45	1 11/32	45	M-ch...	7/8	Flo.	Als.	.....	2770
La Fayette.....3510	6-3 1/4x4 3/8	RFR.	4	25.3	217.8	13.9	.34	75-3200	85.3	3534	40.4	CI.	5.54	5.73	L...	N..	1 11/32	45	1 11/32	45	O-ch...	7/8	Flo.	Al..	3.75	2335
La Salle.....	8-3x4 1/4	RFR.	6	28.8	240.3	16.6	.40	95-3700	84.8	3256	42.0	CI.	6.50	5.75	L...	N..	1 5/8	30	1 7/8	30	W-ch...	7/8	P...	Al..	3.04	2620
Lincoln.....V12-136-145	V12-3 1/16x4 1/2	RFR.	5	46.8	414.0	.....	.36	150-3400	84.4	3027	....	Al.	5.58	None..	L...	Y..	1 5/8	45	1 5/8	45	M-ch...	7/8	P...	Al..	.....	2550
Nash.....Advanced Six	6-3 5/16x4 3/8	RFR.	5	27.3	234.8	15.5	.38	88-3200	92.8	3234	41.3	CI.	5.25	.....	I...	N..	1 3/4	45	1 13/32	45	-ch...	7/8	Flo.	Als.	3.16	2335
Nash.....Adv. & Amb. 8	8-3 1/16x4 1/4	RFR.	5	31.2	260.8	14.4	.38	100-3400	89.5	2989	37.5	CI.	5.25	.....	I...	N..	1 3/4	45	1 13/32	45	-ch...	7/8	Flo.	Als.	3.48	2410
Oldsmobile.....F-35	6-3 1/16x4 1/16	RFR.	3	26.3	213.3	15.4	.42	90-3400	98.5	3275	36.5	CI.	6.00	None..	L...	N..	1 5/8	30	1 7/16	30	W-ch...	11/16	P...	CI..	3.99	2340
Oldsmobile.....L-35	8-3x4 1/4	RFR.	3	28.8	240.3	14.6	.45	100-3400	97.0	3080	35.3	CI.	6.20	None..	L...	N..	1 5/8	30	1 7/16	30	W-ch...	11/16	P...	CI..	4.04	2410
Packard.....120	8-3 1/4x3 7/8	RFR.	3	33.8	257.2	.....	.43	110-3850	88.0	.....	.....	.....	6.50	7.00	L...	.....	1 11/32	30	1 13/32	45	M-ch...	7/8	Flo.	Als.	3.23	2490
Packard.....8	8-3 5/16x5	RFR.	..	32.5	320.0	14.9	.41	130-3200	100.5	3189	36.8	Al.	6.50	6.00	L...	.....	1 13/32	45	1 13/32	45	M-ch...	7/8	Flo.	Als.	.....	2665
Packard.....Super 8	8-3 1/16x5	RFR.	..	39.2	384.8	12.9	.39	150-3200	96.3	3000	33.2	Al.	6.30	6.00	L...	.....	1 5/8	45	1 5/8	45	M-ch...	7/8	Flo.	Als.	.....	2665
Packard.....Twelve	12-3 7/16x4 1/4	RFR.	..	56.7	473.0	12.0	.37	175-3200	91.5	3157	32.6	Al.	6.40	6.00	H...	....	1 11/32	45	1 13/32	45	M-ch...	7/8	Flo.	Als.	.....	2265
Pierce-Arrow.....845	8-3 1/16x5	RFR.	6	39.2	385.0	12.9	.36	140-3400	84.8	2876	35.5	CI.	5.50	None..	L...	N..	1 21/32	45	1 5/8	45	W-ch...	5/8	R...	Als.	.....	2835
Pierce-Arrow.....1245-1255	V12-3 1/2x4	RFR.	6	58.8	462.0	11.3	.38	175-3400	88.2	2783	29.9	CI.	6.00	6.50	L...	N..	1 21/32	45	1 5/8	45	W-ch...	7/8	Flo.	Als.	.....	2265
Plymouth....Six & De Luxe	6-3 1/16x4 3/8	Flo.	..	23.4	201.3	13.9	.41	82-3600	89.8	3086	34.0	CI.	6.70	None..	L...	Y..	1 3/8	45	1 1/4	45	-ch...	11/16	Flo.	Al..	.....	2625
Pontiac....Std. & De Luxe 6	6-3 5/16x3 7/8	RFR.	5	27.4	208.0	15.8	.38	80-3600	84.8	3339	41.1	CI.	6.20	7.10	L...	N..	1 17/32	30	1 13/32	45	O-ge...	5/8	P...	ChI.	.....	2325
Pontiac.....Eight	8-3 1/16x3 1/2	RFR.	5	32.6	223.4	15.3	.38	84-3800	78.6	3340	40.6	CI.	6.20	7.10	L...	N..	1 1/32	30	1 1/32	45	O-ge...	5/8	P...	ChI.	.....	2215
Reo.....Flying Cloud 6A	6-3 5/16x4 1/4	.....	4	27.3	228.0	13.8	.39	90-3400	92.0	3182	35.0	Al.	7.10	None..	L...	Y..	1 5/16	45	1 5/16	45	M-ch...	11/16	Flo.	Al..	4.04	2410
Reo.....Royale S7	6-3 5/16x5	RFR.	4	27.3	268.0	13.1	.35	95-3200	88.0	3140	37.3	CI.	5.40	None..	L...	....	1 5/16	45	1 5/16	45	M-ch...	11/16	Flo.	Al..	3.75	2670
Studebaker.....Dict. 6	6-3 1/4x4 1/2	RFR.	4	25.4	205.0	15.1	.43	88-3600	94.5	3422	35.2	CI.	6.30	6.90	L...	N..	1 11/32	45	1 3/32	45	C-ge...	7/8	R...	Al..	.....	2475
Studebaker.....Com. 8	8-3 1/16x4 1/4	RFR.	4	30.0	250.0	14.6	.43	107-3800	89.3	3266	34.0	CI.	6.00	6.50	L...	N..	1 11/32	45	1 3/32	45	C-ge...	7/8	R...	Al..	3.23	2695
Studebaker.....Pres. 8	8-3 1/16x4 1/4	RFR.	4	30.0	250.0	14.8	.44	110-3600	97.0	3363	33.6	Al.	6.50	None.	L...	N..	1 11/32	45	1 3/32	45	C-ge...	7/8	R...	Al..	3.23	2550
Stutz.....SV16	8-3 5/16x4 1/2	Rig..	3	36.4	322.0	14.7	.35	113-3300	84.2	3087	41.9	CI.	5.50	5.00	Ob..	N..	1 11/32	45	1 11/32	45	LB-ch..	7/8	Flo.	Als.	4.00	2475
Stutz.....DV32	8-3 5/16x4 1/2	RR..	3	36.4	322.0	15.2	.48	156-3900	98.5	2925	31.3	CI.	5.00	5.50	Ob..	N..	1 1/32	45	1 1/32	45	LB-ch..	11/16	Flo.	Als.	3.94	2920
Terraplane..Spec. & De Luxe	6-3x5	RFR.	3	21.6	212.1	.....	.42	88-3800	86.5	3074	....	CA	6.00	7.00	L...	....	1 3/4	45	1 3/8	45	GE-ge..	3/4	Flo.	Al..	2.62	3165
Willys.....77	4-3 1/16x4 3/16	RFR.	2	15.6	134.2	16.1	.36	48-3200	88.8	....	44.9	CI.	5.13	None..	L...	Y..	1 11/32	45	1 11/32	45	LB-ch..	7/8	Flo.	CI..	.....	2335

(For Trends in Passenger Car Engine Design see page 292)

ABBREVIATIONS

°—Others also
*—Series 10-128" Wheelbase
2D—Two Downdraft
2U—Two Single Updraft
AC—Full Automatic-Centrifugal
AV—Full Automatic, Vacuum
ACV—Full Automatic, Centrifugal, Vacuum
Al—Aluminum
Als—Aluminum with Struts
Au—Automatic
be—Belt
BBS—Babitt Lined Bronze Insert, Separate
BP—Babbitt, Poured
BS—Babbitt, Spun Bearing
BSB—Steel Backed Babbitt, Separate
CA—Cast Iron or Aluminum
ch—Chain
ChI—Chrome Nickel Iron—Tinplated
CI—Cast Iron
CLS—Copper-Lead Alloy, Separate
DD—Dual Downdraft
DM—Direct Mechanical
DU—Dual Updraft
Flo—Floating
G—Gravity
ge—Gears
H—Horizontal
I—In Head
In—Inertia
L—At Side (L-Head)
LSB—Lead Bronze—Steel Back, Separate
MP—Mechanical Pump
N—No or None
O—Own
Oh—Overhead Camshaft (In Head Valves)
Or—Over Running Clutch (Starter Drive)
P—Piston
R—Rubber Rear
R—Rod (Pin Locked In)
RFR—Rubber Front and Rear
Rig—Rigid
SA—Semi-Automatic

SPECIFICATIONS

CAR POWER PLANTS

RINGS								OIL PRESSURE TO								CARBURETOR			ELECTRICAL SYSTEM											MAKE AND MODEL
No. and Width Compression	No. and Width Oil	Crankshaft Counterbalanced	Vibration Damper	No. of Main Bearings	Connecting Rod—Lower Bearing Material	Crankpin Diameter (Ins.)	Crankpin Length (Ins.)	Main Bearing	Connecting Rods	Camshaft	Wrist Pins	Timing Drive	Oil Cleaner Make	Crankcase Ventilator	Air Cleaner Make	Engine Temperature Control	Fuel Feed (Make and Type)	Make	Type	Size (Ins.)	Ignition Make	Spark Control	Spark Plug Make	Spark Plug Size	Generator Make	Generator Type Drive	Generator Air Cooled	Starter Make	Starter Type Drive	Battery Make	Battery Capacity (Amp. Hours)	
2-1/8	1-1/8 to 1-3/16	N	Y	4	BS...	2-1/8	1-1/4	Y	Y	Y	N	N	Pur.	Y	AC.	Th..	Ste-Mp..	Car..	SD..	1-1/4	A...	AC..	Cha..	14mm.	A...	be.	....	A...	In...	USL.	90	Auburn....653
2-1/8	1-1/8 to 1-3/16	N	Y	5	BS...	2-1/8	1-1/4	Y	Y	Y	N	N	Pur.	Y	AC.	Th..	Ste-Mp..	Str...	DD.	1	A...	AC..	Cha..	14mm.	A...	be.	....	A...	In...	USL.	105	Auburn....851
.....	.....	N	N	2	.....	1-5/8	1-1/4	N	Y	Y	N	..	No..	Y	No..	No.	-G...	Til..	.....	...	A...	.....	.....	.....	A...	...	...	A...	.....	USL.	43	Austin.....
2-1/8	2-5/32	Y	Y	5	BS...	2	1-1/4	Y	Y	Y	N	Y	No..	Y	AC.	Th..	AC-Mp..	Str...	DD.	1	DR.	SCV.	AC..	18mm.	DR.	be.	No..	DR.	DM..	Del..	100	Buick....35-40
2-1/8	2-5/32	Y	Y	5	BS...	2-1/8	1-5/8	Y	Y	Y	N	Y	AC.	Y	AC.	Th..	AC-Mp..	Mar..	DU.	1-1/4	DR.	SA...	AC..	18mm.	DR.	ge.	No..	DR.	DM..	Del..	100	Buick....35-50
2-1/8	2-5/32	Y	Y	5	BS...	2-1/8	1-1/4	Y	Y	Y	N	Y	AC.	Y	AC.	Th..	AC-Mp..	Mar..	DU.	1-5/8	DR.	SA...	AC..	18mm.	DR.	ge.	No..	DR.	DM..	Del..	120	Buick....35-60
2-1/8	2-5/32	Y	Y	5	BS...	2-1/8	1-7/8	Y	Y	Y	N	Y	AC.	Y	AC.	Th..	AC-Mp.	Mar..	DU.	1-7/8	DR.	SA...	AC..	18mm.	DR.	ge.	No..	DR.	DM..	Del..	135	Buick....35-90
3-1/32	1-5/8	Y	N	3	BS...	2-3/8	2-3/4	Y	Y	Y	Y	Y	No..	Y	AC.	Au..	AC-Mp..	Det..	SU..	2	DR.	SA...	AC..	18mm.	DR.	ch.	Yes.	DR.	DM..	Del..	130	Cadillac....355-D
3-1/32	1-5/8	Y	Y	4	BS...	2-1/8	1-3/4	Y	Y	Y	Y	Y	Cu..	Y	AC.	Au..	AC-Mp..	Det..	2U..	1-1/2	DR.	SA...	AC..	18mm.	DR.	ch.	Yes.	DR.	DM..	Del..	160	Cadillac....370-D
3-1/32	1-1/2	Y	Y	5	BP...	2-1/8	2-1/4	Y	Y	Y	Y	Y	Cu..	Y	AC.	Au..	AC-Mp..	Det..	2U..	1-1/2	DR.	SA...	AC..	18mm.	DR.	ch.	Yes.	DR.	DM..	Del..	190	Cadillac....452-D
2-1/8	1-5/8	Y	Y	3	BS...	2-1/8	1-1/2	Y	N	Y	N	Y	No..	Y	AC.	Th..	AC-Mp..	Car..	SD..	1-1/4	DR.	SCV.	AC..	14mm.	DR.	be.	Yes.	DR.	In...	Del..	90	Chevrolet....Master
2-1/8	1-7/8	Y	N	3	BS...	2-1/8	1-1/2	Y	N	Y	N	Y	No..	Y	AC.	Th..	AC-Mp..	Car..	SD.	1-1/4	DR.	SCV.	AC..	14mm.	DR.	be.	No..	DR.	In...	Del..	90	Chevrolet....Std.
2-1/8	2-1/32	Y	Y	4	B....	2-1/8	1-7/8	Y	Y	Y	N	Y	Pur.	Y	Bur.	Th..	AC-Mp..	B&B.	SD.	1-1/2	A...	AV.	.....	14mm.	A...	be.	Yes.	A...	DM..	Wil..	119	Chrysler....Airstream 6
2-1/8	2-3/32	Y	Y	5	B....	2-3/8	1-7/8	Y	Y	Y	N	Y	Pur.	Y	AC.	Th..	AC-Mp..	Str...	SD..	1-1/2	A...	AV.	.....	14mm.	A...	be.	Yes.	A...	DM..	Wil..	119	Chrysler....Airstream 8
2-1/8	2-3/32	Y	Y	5	B....	2-3/8	1-7/8	Y	Y	Y	N	Y	Pur.	Y	AC.	Th..	AC-Mp..	Str...	SD.	1-1/2	A...	AV.	.....	14mm.	A...	be.	Yes.	A...	DM..	Wil..	136	Chrysler....Airflow 8
2-1/8	2-3/32	Y	Y	5	B....	2-3/8	1-7/8	Y	Y	Y	N	Y	Pur.	Y	AC.	Th..	AC-Mp..	Str...	DD.	1-1/4	DR.	AC..	.....	14mm.	DR.	be.	Yes.	DR.	DM..	Wil..	136	Chrysler....Airflow Imp. 8
2-1/8	2-3/32	Y	Y	9	B....	2-3/8	1-7/8	Y	Y	Y	N	Y	Pur.	Y	AC.	Th..	AC-Mp..	Str...	DD.	1-1/4	DR.	AC..	.....	14mm.	DR.	be.	....	DR.	DM..	Wil..	170	Chrysler....Airflow I. C. 8
2-1/8	2-3/32	Y	Y	5	B....	2-3/8	1-7/8	Y	Y	Y	N	Y	Pur.	Y	AC.	Th..	AC-Mp..	Str...	DD.	1-1/4	DR.	AC..	.....	14mm.	DR.	be.	....	DR.	DM..	Wil..	136	Chrysler....Airflow I. C. 8
2-1/8	2-3/32	Y	Y	4	B....	2-1/8	1-1/8	Y	Y	Y	N	Y	Pur.	Y	Bur.	Th..	AC-Mp..	B&B.	SD..	1-1/2	A...	AV.	.....	14mm.	A...	be.	Yes.	A...	DM..	Wil..	119	De Soto....Airstream 6
2-1/8	2-3/32	Y	Y	4	B....	2-1/8	1-1/8	Y	Y	Y	N	Y	Pur.	Y	Bur.	Th..	AC-Mp..	B&B.	SD..	1-1/2	A...	AV.	.....	14mm.	A...	be.	Yes.	A...	DM..	Wil..	119	De Soto....Airflow 6
2-1/8	2-3/32	Y	Y	4	B....	2-1/8	1	Y	Y	Y	N	Y	Pur.	Y	AC.	Th..	AC-Mp..	Str...	SD..	1-1/4	A...	AV.	.....	14mm.	A...	be.	Yes.	A...	DM..	Wil..	90	Dodge....6
3-1/8	1-5/8	Y	Y	5	.....	2-3/8	1-3/4	Y	Y	Y	Y	Y	Pur.	Y	AC.	Th..	AC-Mp..	Str...	.....	...	DR.	SC...	.....	18mm.	DR.	.....	.....	DR.	.....	Exi..	160	Duesenberg....J
2-1/32	1-1/32	Y	N	3	CLS.	2	1-5/8	Y	Y	Y	N	Y	No..	Y	AC.	Th..	AC-Mp..	Str...	DD.	1	Own	ACV.	Cha..	18mm.	Own	be.	....	Own	In...	Own.	96	Ford....V8
2-1/8	1-5/8	Y	N	4	.....	1-5/8	1-5/8	Y	Y	Y	N	Y	No..	Y	AC.	Th..	AC-Mp..	Str...	SD..	1-1/4	DR.	.....	Cha..	18mm.	DR.	be.	....	DR.	DM..	Wil..	86	Graham....Std 6-74
2-1/8	1-5/8	N	Y	7	BS...	2-1/4	1-1/4	Y	Y	Y	N	Y	No..	Y	AC.	Th..	AC-Mp..	Str...	SD..	1-1/4	DR.	AC..	Cha..	18mm.	DR.	be.	Yes.	DR.	DM..	Wil..	84	Graham....Spec 6-73
2-1/8	1-5/8	N	Y	5	BS...	2-1/8	1-1/4	Y	Y	Y	N	Y	No..	Y	AC.	Th..	AC-Mp..	Str...	DD.	1	DR.	ACV.	Cha..	18mm.	DR.	be.	Yes.	DR.	DM..	Wil..	100	Graham....8-72
2-1/8	1-5/8	Y	Y	5	BS...	2-1/8	1-1/4	Y	Y	Y	N	Y	No..	Y	AC.	Th..	AC-Mp..	.....	D...	...	DR.	ACV.	Cha..	18mm.	DR.	be.	Yes.	DR.	DM..	Wil..	100	Graham....Sup 8-75
2-3/32	2-3/8	Y	Y	3	BS...	1-7/8	1-5/8	N	N	N	N	Y	No..	Y	AC.	Th..	AC-Mp..	Car..	SD..	1-1/4	A...	AC..	Cha..	14mm.	A...	be.	Yes.	A...	In...	Nat..	105	Hudson....Big Six
2-3/32	2-3/8	Y	Y	5	BS...	1-7/8	1-5/8	N	N	N	N	Y	....	Y	AC..	Th..	AC-Mp..	Car..	SD..	1-1/4	A...	AC..	Cha..	14mm.	A...	be.	Yes.	A...	In...	Exi..	125	Hudson Sp, DeL & Cus 8
2-1/8	2-3/32	Y	Y	4	BSB.	2-1/8	1-1/4	Y	Y	Y	Y	Y	Pur.	Y	Bur.	Th..	AC-Mp..	Str...	SD..	1-1/2	A...	SA...	Cha..	18mm.	A...	be.	Yes.	A...	In...	Wil..	110	Hupmobile....518
2-1/8	2-3/32	Y	Y	4	BSB.	2-1/8	1-1/4	Y	Y	Y	Y	Y	Pur.	Y	Bur.	Th..	AC-Mp..	Str...	SD..	1-1/2	A...	.....	.....	18mm.	A...	be.	Yes.	A...	In...	Wil..	113	Hupmobile....521
2-1/8	2-3/32	Y	Y	5	BSB.	2-3/8	1-1/4	Y	Y	Y	Y	Y	Pur.	Y	Bur.	Th..	AC-Mp..	Str...	DD.	1-1/4	A...	.....	.....	18mm.	A...	be.	Yes.	A...	In...	Wil..	121	Hupmobile....527
2-1/8	2-	Y	Y	7	BSB.	2	1-11/32	Y	Y	Y	Y	Y	B&S	Y	AC.	Th..	AC-Mp..	Mar..	SD..	1-1/4	A...	AC..	.....	18mm.	A...	be.	....	A...	In...	Glo..	110	La Fayette....3510
2-1/8	1-1/32 to 1-1/8	Y	Y	5	BSB.	2-1/4	1-7/32	Y	Y	Y	Y	Y	....	Y	AC.	Th..	AC-Mp..	Str...	DD.	1-3/4	DR.	SA...	AC..	18mm.	DR.	be.	Yes.	DR.	DM..	Del..	130	La Salle.....
2-1/8	2-1/32 to 1-1/8	Y	Y	4	CLS.	2-1/2	1	Y	Y	Y	N	Y	Pur.	Y	AC.	Th..	AC-Mp..	Str..	DD.	1-1/2	A..	AC..	Cha..	18mm.	A...	ch.	Yes	A...	In...	Exi..	147	Lincoln....V12-136-145
2-1/8	1-5/8 to 1-7/8	Y	Y	7	BSB.	2	1-11/32	Y	Y	Y	Y	Y	B&S	Y	AC.	Th..	AC-Mp..	Str...	SD..	1-1/2	A...	AC..	AC..	14mm.	A...	be.	Yes.	A...	In...	USL.	115	Nash....Advanced Six
2-1/8	1-1/8 to 1-5/16	N	Y	9	.....	2	1-5/32	Y	Y	Y	Y	Y	B&S	Y	AC.	Th..	AC-Mp..	Str...	DD.	1-1/4	A...	AC..	AC..	14mm.	A...	be.	Yes.	A...	In...	USL.	133	Nash....Adv & Amb 8
2-1/8	1-5/8 to 1-5/16	Y	Y	4	BSB.	2	1-3/8	Y	Y	Y	Y	Y	No..	Y	AC.	Th..	AC-Mp..	Str...	SD..	1-1/4	DR.	AC..	AC..	18mm.	DR.	be.	Yes.	DR.	DM..	Del..	100	Oldsmobile....F-35
2-1/8	1-1/8 to 1-5/16	Y	Y	5	BSB.	2-1/4	1-3/8	Y	Y	Y	Y	Y	No..	Y	AC.	Th..	AC-Mp..	Str...	DD.	1	DR.	AC..	AC..	18mm.	DR.	be.	Yes.	DR.	DM..	Del..	114	Oldsmobile....L-35
2-3/32	1-1/8	Y	Y	9	BSB.	2-3/32	1-3/8	Y	Y	Y	Y	Y	Pur.	Y	AC.	Th..	AC-Mp..	Str...	....	1	A...	AC..	Cha..	14mm.	A...	be.	....	A...	In...	.....	114	Packard....120
3-1/8	1-1/8	Y	Y	9	CLS.	2-3/8	1-3/32	Y	Y	Y	Y	Y	Pur.	Y	AC.	Au..	AC-Mp..	Str...	DD.	...	NE.	AC..	Cha..	14mm.	Dy..	ch.	....	Dy..	In...	.....	144	Packard....8
3-1/8	1-1/8	Y	Y	9	CLS.	2-3/8	1-1/4	Y	Y	Y	Y	Y	Pur.	Y	AC.	Au..	AC-Mp..	Str...	DD.	...	NE.	AC..	Cha..	14mm.	Dy..	ch.	....	Dy..	In...	.....	144	Packard....Super 8
3-1/8	1-1/8	Y	Y	4	CLS.	2-1/2	1-1/8	Y	Y	Y	Y	Y	Pur.	Y	AC.	Au..	AC-Mp..	Str...	DD.	...	A...	AC..	Cha..	14mm.	Dy..	be.	....	Dy..	In...	.....	144	Packard....Twelve
3-1/8	1-5/8	Y	Y	9	BS...	2-1/4	1-1/4	Y	Y	Y	N	Y	Pur.	Y	Ste..	Au..	Ste-Mp..	Str...	DD.	1-1/2	DR.	SA...	.....	14mm.	Dy..	be.	Yes.	Dy..	In...	Wil..	140	Pierce-Arrow....845
3-1/8	1-5/8	Y	Y	7	BS...	2-1/4	1-1/8	Y	Y	Y	Y	Y	Pur.	Y	Ste..	Au..	Ste-Mp..	Str...	2D..	1-1/2	DR.	SA...	.....	14mm.	Dy..	be.	Yes.	Dy..	In...	Wil..	160	Pierce-Arrow....1245-1255
2-1/8	2-1/32	...	...	...	BSB.	1-5/8	1	Y	Y	Y	N	..	Pur.	Y	Bur.	Th..	AC-Mp..	B&B.	SD.	1-1/4	A...	AV.	.....	14mm.	A...	be.	Yes.	A...	DM..	Wil..	86	Plymouth....Six & De Luxe
3-1/8	1-5/8	Y	Y	4	SSB.	2	1-7/8	Y	Y	Y	Y	Y	N..	Y	AC.	Th..	AC-Mp..	Car..	SD..	1-1/4	DR.	AV..	AC..	14mm.	DR.	be.	Yes.	DR.	DM..	Del..	94	Pontiac....Std & De Luxe 6
3-1/8	1-5/8	Y	Y	5	SSB.	2	1-5/8	Y	Y	Y	Y	Y	N..	Y	AC.	Th..	AC-Mp..	Car..	SD..	1-1/4	DR.	AV..	AC..	14mm.	DR.	be.	Yes.	DR.	DM..	Del..	107	Pontiac....Eight
2-1/8	1-1/32 to 1-5/16	Y	Y	7	BSB.	2-1/8	1-1/4	Y	Y	Y	N	Y	Pur.	Y	AC.	Th..	AC-Mp..	Car..	SD..	1-1/2	DR.	AC..	Cha..	18mm.	DR.	be.	Yes.	DR.	In...	Wil..	102	Reo....Flying Cloud 6A
2-1/32	1-1/32 to 1-5/16	Y	Y	7	.....	2-1/8	1-1/2	Y	Y	Y	N	Y	Pur.	Y	AC.	Th..	AC-Mp..	Car..	SD..	1-1/2	DR.	AC..	Cha..	18mm.	DR.	be.	....	DR.	In...	Wil..	102	Reo....Royale S7
2-1/8	1-5/8	Y	Y	4	BS...	2-1/8	1-3/8	Y	Y	Y	N	Y	N..	Y	AC.	Th..	AC-Mp..	Str...	SD..	1-1/4	A...	SCV.	Cha..	18mm.	A...	be.	Yes.	A...	In...	Wil..	102	Studebaker....Dict 6
2-1/8	1-5/8	Y	Y	9	LSB.	1-7/8	1-5/8	Y	Y	Y	N	Y	Pur.	Y	AC.	Th..	AC-Mp..	Str...	DD.	1	DR.	SCV.	Cha..	18mm.	DR.	be.	Yes.	DR.	In...	Wil..	102	Studebaker....Com 8
2-1/8	1-5/8	Y	Y	9	LSB.	1-7/8	1-5/8	Y	Y	Y	N	Y	Pur.	Y	AC.	Th..	AC-Mp..	Str...	DD.	1	DR.	SCV.	Cha..	18mm.	DR.	be.	Yes.	DR.	In...	Wil..	136	Studebaker....Pres 8
3-1/8	1-5/8	N	N	9	BBS.	2-3/8	1-3/4	Y	Y	Y	Y	Y	Pur.	N	AC.	Au..	King-V..	Zen..	DU.	1-1/4	DR.	SA...	Cha..	18mm.	DR.	ch.	No..	DR.	DM..	Pres.	145	Stutz....SV16
3-1/8	1-5/8	N	N	9	BBS.	2-3/8	1-3/4	Y	Y	Y	Y	Y	Pur.	N	AC.	Au..	King-V..	Str...	DD.	1-1/2	DR.	SA...	Cha..	18mm.	DR.	ch.	No..	DR.	DM..	Pres.	145	Stutz....DV32
2-1/32	2-5/8	Y	Y	3	BS...	1-5/8	1-5/8	N	N	N	N	Y	N..	Y	AC.	Th..	AC-Mp..	Car..	SD..	1-1/4	A...	AC..	Cha..	14mm	A...	be.	Yes.	A...	In...	Nat..	105	Terraplane..Spec & De Luxe
3-1/32	1-5/8	Y	N	3	BS...	1-5/8	1-5/8	Y	Y	Y	N	Y	....	Y	AC.	No..	AC-Mp..	Til..	SD..	1-1/8	A...	AC..	Cha..	18mm.	A...	be.	No..	A...	In...	USL.	96	Willys....77

SCV—Semi-Automatic, Centrifugal, Vacuum
SD—Single Downdraft
Sp—Spiral Gear
SSB—Cad. Silver Alloy—Steel Backed, Separate.
SU—Single Updraft
Th—Thermostat
V—Vacuum
Va—Various
Y—Yes

ABBREVIATIONS: Makes

A—Auto-Lite
B&B—Ball & Ball
B&S—Briggs & Stratton
Ben—Bendix
Bur—Burgess
C—Continental Fibre Co.
Car—Carter
Cha—Champion
Cu—Cuno
Del—Delco
Det—Detroit Lubricator
D-R—Delco-Remy
Dy—Owen Dyneto
Exi—Exide
GE—General Electric
Glo—Globe
King—Kingston
LB—Link Belt
M—Morse
Mar—Marvel
Nat—National
NE—North East
Pres—Prest-O-Lite
Pur—Puroiator
Ste—Stewart Warner
Str—Stromberg
Til—Tillotson
W—Whitney

AMERICAN PASSENGER

MAKE AND MODEL	F.O.B. Price 5-pass. 4-door Sedan	Curb Weight 5 pass. 4 door Sedan (Lbs.)	Wheelbase (Ins.)	TIRES AND WHEELS				SPRINGING											
								Front					Rear				Weight Dis. 5 Pass. 4 Door Sedan		
				Tire Size (Ins.)	Recommended Pressure (Lbs.)	Rim Width (Ins.)	Wheels Make	Suspension Type	Type	Rate (Approx.) (Lb. ins.)	Period (Approx.) (Cycles per min.)	Spring Features	Type	Rate (Approx.) (Lb. ins.)	Period (Approx.) (Cycles per min.)	Spring Features	Front	Rear	Chassis Stabilizer Location
Auburn 653	795	3287	120	5.50/17	35	3¼	Mot.	C.	½E.	220	116	B, Ta.	½E.	135	92	B, Ta.	1594	1900	Rear.
Auburn 851	1045	3607	127	6.50/16	28	4½	Mot.	C.	½E.	220	112	B, Ta.	½E.	147	92	B, Ta.	1765	2060	Rear.
Austin	345	1120	75	3.75/18					Tr.				¼E.						
Buick 35-40	895	3360	117	6.25/16	26	4½	Mot.	I.	Coil.	90	70	In,Co.	½E.	120	90	B,Ho.	1570	1790	Rear.
Buick 35-50	1190	4085	119	7.00/16	26	4½	Mot.	I.	Coil.	110	70	In,Co.	½E.	135	87	B,Ho.	1980	2105	Rear.
Buick 35-60	1425	4545	128	7.50/16	24	5	Mot.	I.	Coil.	125	70	In,Co.	½E.	145	84	B,Ho.	2180	2365	Rear.
Buick 35-90	1945	4985	136	7.50/16	28	5	Mot.	I.	Coil.	140	70	In,Co.	½E.	155	82	B,Ho.	2430	2545	Rear.
Cadillac 355-D	2445*	4915*	128-36-46	7.00/17	35	4½	K-H.	I.	Heli.	117	n.a.	In,Co.	½E.	150	n.a.	B,Th,Ta.	2330	2585	Rear.
Cadillac 370-D	3995	5890	146	7.50/17	35	4½	K-H.	I.	Heli.	143	n.a.	In,Co.	½E.	183	n.a.	B,Th,Ta.	2785	3105	Rear.
Cadillac 452-D	6750	n.a.	154	7.50/17	35	4½	K-H.	I.	Heli.	157	n.a.	In,Co.	½E.	194	n.a.	B,Th,Ta.	n.a.	n.a.	
Chevrolet Std.	550	2793	107	5.25/17	32	3	Own.	C.	½E.	315	130	None	½E.	117	70	None	1301	1492	None.
Chevrolet Master	640	3245	113	5.50/17	28	3½	Own.	I.	Coil.	120	92	Dub	½E.	130	88	B	1539	1706	None.
Chrysler Airstream 6	860	3250	118	6.25/16	28	4½		I.	Coil.	97	64	In,Co.	½E.	105	68	B,Ta.	1640	1610	n.a.
Chrysler Airstream 8	975	3450	121	6.50/16	28	4½		I.	Coil.	112	66	In,Co.	½E.	110	68	B,Ta.	1770	1680	n.a.
Chrysler Airflow 8	1245	4150	123	7.00/16	28	5		C.	½E.	123	80	B,Th,Ta.	½E.	123	80	B,Ta.	2220	1930	Front.
Chrysler Airflow Imp. 8	1475	4320	128	7.50/16	28	5½		C.	½E.	133	78	B,Th,Ta.	½E.	128	80	B,Ta.	2280	2040	Front.
Chrysler Airflow I. C. 8	2345	n.a.	137½	7.50/17	28	5½		C.	½E.	155	n.a.	B,Th,Ta.	½E.	128	n.a.	B,Ta.	n.a.	n.a.	Front.
Chrysler Airflow I. C. 8	5000	5850	146½	7.50/16	28	5½		C.	½E.	235	n.a.	B,Oil	½E.	145	n.a.	B,Oil	3050	2800	Rear.
De Soto Airstream 6	795	3200	116	6.25/16	28	4½		I.	Coil.	97	64	In,Co.	½E.	105	68	B,Ta.	1610	1590	n.a.
De Soto Airflow 6	1015	3680	115½	6.50/16	28	4½		C.	½E.	118	80	B,Th,Ta.	½E.	118	80	B,Ta.	1980	1700	Front.
Dodge Six	735	3070	116	6.00/16	28	4¼		C.	½E.	115	92	Th,Ta.	½E.	115	90	Ta	1530	1540	Front.
Duesenberg J			142½-153½	7.00/19°				C.	½E.				½E.						
Ford 8	665		112	6.00/16	30		Own.		Tr.	290	95	Ta.	Tr.	190	87	Ta.	50%	50%	None.
Graham Std. 6-74	635	2799	111	5.25/17			K-H.	C.	½E.	152	100	Ta.	½E.	120	90	Ta.	1294	1505	None.
Graham Spec. 6-73	845	3430	116	6.00/17	28		K-H.	C.	½E.	185	100	Th,Ta.	½E.	135	90	Ta.	1558	1872	None.
Graham 8-72	975	3705	123	6.50/16	28		K-H.	C.	½E.	195	100	Th,Ta.	½E.	137	90	Ta.	1683	2022	None.
Graham Super 8-75	1145	3820	123	7.00/16	28		K-H.	C.	½E.	195	100	Th,Ta.	½E.	137	90	Ta.	1735	2085	None.
Hudson Big 6	770	3010	116	6.00/16	22†		Mot.	C.	½E.	235	122	B	½E.	160	81	B,Spl	1335	1675	Rear.
Hudson Spec., De L. & Cus. 8		3160*	117-124	6.50/16	22†		Mot.	C.	½E.	235	115	B	½E.	160	76	B,Spl	1535[1]	1625[1]	None.
Hupmobile 518	795	3077	118	6.00/18	24†	4½	Budd.	C.	½E.	165	94	Ta.	½E.	120	83	Ta.	1540	1537	None.
Hupmobile 521	1095	3600	121	6.50/16	22†	4½		C.	½E.	186	93	Ta.	½E.	122	77	Ta.	1780	1820	Rear.
Hupmobile 527	1395	3985	127½	7.00/16	22†	5		C.	½E.	200	90	Ta.	½E.	122	73	Ta.	1960	2025	Rear.
La Fayette 3510	670	3150	113	6.00/16	30	4½	Budd.	C.	½E.	150	92	B,Th,Si.	½E.	120	85	B,Th,Si.	1525	1625	None.
La Salle 50	1545	4095	119	7.00/16	25	4½	Mot.	I.	Heli.	n.a.	n.a.	In,Co.	½E.	n.a.	n.a.	B,Th,Ta.	1825	2265	Rear.
Lincoln V12-136		4300	136	7.50/17	40	40	Own.	C.	½E.				½E.						Rear.
Lincoln V12-145		5500	145	7.50/17	40	40	Own.	C.	½E.				½E.						Rear.
Nash Advanced 6	945	3630	120	6.25/16	30	4½	Budd.	C.	½E.	130	85	B,Th,Si.	½E.	130	85	B,Th,Si.	1800	1830	None.
Nash Advanced 8	1165	3800	125	6.50/16	28	4½	Budd.	C.	½E.	130	82	B,Th,Si.	½E.	130	82	B,Th,Si.	1900	1900	None.
Oldsmobile F-35	790	3407	115	6.25/16	25†	4½	K-H.	I.	Coil.	87	75	In,Co.	½E.	125'	88	B,Ru.	1577	1830	Rear.
Oldsmobile L-35	940	3648	121	7.00/16	25†	4½	K-H.	I.	Coil.	99	n.a.	In,Co.	½E.	135'	n.a.	B,Ru.	1720	1928	
Packard 120	1060	3580	120	7.00/16	23†			I.	Coil.	90	n.a.	In,Co.	½E.	120	n.a.	B,Th,Ta.	1715	1865	Rear.
Packard 8	2385*	5000*	127-34-39	7.00/17	35			C.	½E.	255	n.a.	B,Th,Ta.	½E.	145	n.a.	B,Ta.	2300	2700	None.
Packard Super 8	2990*	5280	132-39-44	7.00/17	35			C.	½E.	275	n.a.	B,Th,Ta.	½E.	145	n.a.	B,Ta.	2540	2740	None.
Packard Twelve	3960*	6030	139-144	7.50/17	35			C.	½E.	275	n.a.	B,Th,Ta.	½E.	155	n.a.	B,Ta.	2910	3120	None.
Pierce-Arrow 845	2895*	4965*	139-144	7.00/17	40	4½	K-H.	C.	½E.	320		B,Ta,Th.	½E.	130		B,Ta,Th.	2457	2797	None.
Pierce-Arrow 1245-1255	3295*	5235*	139-44-47	7.50/17	40	4½	K-H.	C.	½E.	360		B,Ta,Th.	½E.	130		B,Ta,Th.	2690	2833	None.
Plymouth Six	660	2900	113	6.00/16	28	4		C.	½E.	115	92	Th,Ta.	½E.	115	90	Ta	1470	1530	Front.
Pontiac Std. 6	665	3340	112				K-H.	C.	½E.	210	115	B,Ta.	½E.	117	90	B,Ta,Ru.	1594	1746	Front.
Pontiac De L. 6	765	3400	112	6.00/16	25†	4½	K-H.	I.	Coil.	125	80	Dub	½E.	117	80	B,Ta,Ru.	1659	1741	Rear.
Pontiac 8	830	3530	116⅝	6.50/16	25†	4½	K-H.	I.	Coil.	125	80	Dub	½E.	117	80	B,Ta,Ru.	1727	1823	Rear.
Reo 6A	845	3300	115	6.25/16	28	4½	Mot.	C.	½E.	280	120	B,Th.	½E.	120	88	B,Th.	1680	1620	None.
Reo S7	985	3635	118	6.50/16	22†	4½	Mot.	C.	½E.	300	120	B,Th.	½E.	133	80	B,Th.	1700	1935	None.
Studebaker Dict. 6	720	3100	167⅝‡	6.00/16	30	4	Budd.	C.	½E.	250		B,Th.	½E.	122		B.	1420	1763	
Studebaker Com. 8	955	3640	173½‡	6.50/16	30	4½	Budd.	I.	Tr.	225		B,Th.	½E.	122		B.	1524	1765	
Studebaker Pres. 8	1330	3700	177½‡	7.00/16	30	4½	Budd.	I.	Tr.	250		B,Th.	½E.	122		B.	1877	2152	
Stutz SV-16	2780*		134½-145	7.00/18°	40†	4½	K-H°.	C.	½E.				½E.						
Stutz DV-32	3095*	5320*	134½-145	7.00/18°	40†	4½	K-H°.	C.	½E.				½E.						
Terraplane Spec. & De L.	655*	2950	112	6.00/16	22†		Mot.	C.	½E.	210	115	B.	½E.	160	76	B,Spl	1350	1600	Rear.
Willys 77		2156	100	5.00/17	30	3	K-H.	C.	½E.	300	145	Th.	½E.	105	88	Th.	1074	1147	None.

ABBREVIATIONS:

'—Measured at Spring
[1]—For 117 W. B.
‡—Overall Length
°—Others Also
†—Front Only
¼E—¼ Elliptic
½E—Semi-elliptic
*—Cadillac 355-D series 10 5p. Sedan

Packard 8—127 in. Wheelbase
Packard Super 8—132 in. Wheelbase
Packard 12—139 in. Wheelbase
Pierce-Arrow 845—138 in. Wheelbase
Pierce-Arrow 1245—138 in. Wheelbase
Stutz—134½ in. Wheelbase
Terraplane—Special Six
B—Spring Boots or Covers
Ben—Bendix
BB—Ball Bearing

C—Conventional
CI—Cast Iron
CIL—Cast Iron Liner
Co—Coil
Det—Detroit
Dub—Dubonnet Suspension
Enc—Enclosed
ExDr—External Driveshaft
f—Fabric
F—Free Wheeling

Faf—Fafnir
FF—Full Floating
Heli—Helical
Ho—Hooker Points
IFM—Internal Four Wheel Mechanical
IH—Internal Hydraulic
Ill—Illinois
IM—Internal Mechanical
In—Independent
K-H—Kelsey-Hayes

CAR CHASSIS

BRAKES						FRONT AXLE				CLUTCH			GEARSET			REAR AXLE				SHACKLES		MAKE AND MODEL
Service																						
Make	Type	Power Operated	Drum Material	Drum Diameter	Hand Location and Operation	Caster (Deg.)	Camber (Deg.)	Toe-in (Ins.)	King Pin Inclination (Deg.)	Type and Make	Vibration Insulator	Operation	No. of Speeds Location and Make	Free Wheeling Synchromesh, etc.	Universals Type and Make	Type and Make	Final Drive	Torque Medium	Gear Ratio	Make	Type	
Ben..	IH..	No..	PS..	12	MRS..	3½-4	1½	⅛-3/16	7½	P-Long..	Sp..	Man.	3U-WG..	S...	Nb-Mec.	½-Col...	SB..	Sp..	4.44	Own..	RB...	Auburn.....653
Ben..	IH..	No..	CIL..	12	MRS..	2-3	1½	⅛-3/16	7½	P-Long..	Sp..	Man.	3U-Det..	Se2.	Nb-Mec.	½-Col...	SB..	Sp..	4.50	Own..	RB...	Auburn.....851
Mid..	IM.	No..	PS..	.....	IFM..	.....	.....	.....	....	P-.....	....	Man.	3U-WG..	C...	f-Spi....	½-Sal...	.....	tt..	.....	Own..	M....	Austin.....
Ben..	IM.	No..	PS..	12	IFM..	2¾-3¼	¼	⅛-3/16	....	P-Own..	Sp..	Man.	3U-Own.	S...	M-Spi..	½-Own..	SB..	tt..	4.33	Own..	TM...	Buick.....35-40
Own.	IM.	Yes.	CI...	12	IFM..	1¾-2¼	¼	1/32-1/16	4⅝	P-Own..	Sp..	Man.	3U-Own.	S...	M-Own..	½-Own..	SB..	tt..	4.89	Own..	TM...	Buick.....35-50
Own.	IM.	Yes.	CI...	14	IFM..	1-1¼	¼	1/32-1/16	4⅝	P-Own..	Sp..	Man.	3U-Own.	S...	M-Own..	¾-Own..	SB..	tt..	4.70	Own..	TM...	Buick.....35-60
Own.	IM.	Yes.	CI...	14	IFM..	1-1¼	¼	1/32-1/16	4⅝	dp-Own.	Sp..	Man.	3U-Own.	S...	M-Own..	¾-Own..	SB..	tt..	4.36	Own..	TM...	Buick.....35-90
Own.	IM.	Yes.	CI...	15	MRS..	1½	1	⅛-3/16	4	dp-Own.	No..	Man.	3U-Own.	S...	Nb-Mec.	¾-Own..	SB..	Sp..	4.60	Own..	R....	Cadillac.....355-D
Own.	IM.	Yes.	CI...	15	MRS..	1½	1	⅛-3/16	4	dp-Own.	No..	Man.	3U-Own.	S...	Nb-Mec.	¾-Own..	SB..	Sp..	4.80	Own..	R....	Cadillac.....370-D
Own.	IM.	Yes.	CI...	15	MRS..	1½	1	⅛-3/16	4	dp-Own.	No..	Man.	3U-Own.	S...	Nb-Mec.	¾-Own..	SB..	Sp..	4.80	Own..	R....	Cadillac.....452-D
Own.	IM.	No..	PS..	10	IFM..	1¾	1	1/32-1/16	7½	P-Own..	Sp..	Man.	3U-Own.	C...	M-Own..	½-Own..	SB..	tt..	4.11	Own..	M....	Chevrolet.....Std.
Own.	IM.	No..	PS..	12	IFM..	½	1	1/32-1/16	7¾	P-Own..	Sp..	Man.	3U-Own.	S...	M-Own..	½-Own..	SB..	tt..	4.11	Own..	M....	Chevrolet.....Master
Wag.	IH..	No..	CIL..	10•	ExDr.	½-2½	¼	⅛	9	P-B&B..	Sp..	Man.	3U-Own.	S...	Nb-.....	½-....	SB..	Sp..	4.11	.....	RB...	Chrysler.....Airstream 6
Wag.	IH..	No..	CIL..	11	ExDr.	½-2½	¼	⅛	4½	P-B&B..	Sp..	Man.	3U-Own.	S...	Nb-.....	½-....	Hyp.	Sp..	3.91	.....	RB...	Chrysler.....Airstream 8
Wag.	IH..	No..	CIL..	13	ExDr.	1-3	½	⅛	4	P-B&B..	Sp..	Man.	3U-WG..	S...	Nb-.....	½-....	SB..	Sp..	4.10	.....	RB...	Chrysler.....Airflow 8
Wag.	IH..	Yes.	CIL..	13	ExDr.	1-3	½	⅛	4	P-B&B..	Sp..	Man.	3U-WG..	FoS.	Nb-.....	½-....	SB..	Sp..	4.30	.....	RB...	Chrysler.....Airflow Imp. 8
Wag.	IH..	Yes.	CIL..	13	ExDr.	1-3	½	⅛	4	P-B&B..	Sp..	Man.	3U-WG..	FoS.	Nb-.....	½-....	SB..	Sp..	4.30	.....	RB...	Chrysler.....Airflow L. C. 8
Wag.	IH..	Yes.	CIL..	13	ExDr.	1-3	½	⅛	4	P-B&B..	Sp..	Man.	3U-WG..	FoS.	Nb-.....	½-....	SB..	Sp..	4.30	.....	RB...	Chrysler.....Airflow L. C. 8
Wag.	IH..	No..	CIL..	10	ExDr.	½-2½	¼	⅛	9	P-B&B..	Sp..	Man.	3U-Own.	S...	Nb-.....	½-....	SB..	Sp..	3.89	.....	RB...	De Soto.....Airstream 6
Wag.	IH..	No..	CIL..	11	ExDr.	1-3	½	⅛	4	P-B&B..	Sp..	Man.	3U-Own.	FoS.	Nb-.....	½-....	Hyp.	Sp..	4.10	.....	RB...	De Soto.....Airflow 6
Wag.	IH..	No..	CI...	10	ExDr.	1-3	½	⅛	8½	P-B&B..	Sp..	Man.	3U-Own.	S...	Nb-.....	½-....	SB..	Sp..	4.12	PM...	RB...	Dodge.....Six
Lock.	IH..	Yes.	.....	.....	ExDr.	.....	.....	.....	....	dp-Long.	Sp..	Man.	3U-Own.	Fo..	M-Spi...	½-Own..	.....	tt..	.....	Own..	M....	Duesenberg.....J
Own.	IM.	No..	CI...	12	IFM..	7	2	⅛	7	P-Long..	Sp..	Se...	3U-Own.	S...	M-Own..	¾-Own..	SB..	tt..	4.11	O&S.	f.....	Ford.....8
Lock.	IH..	No..	PS..	9	MRS..	2½	1	⅛	7½	P-Ill....	Sp..	Man.	3U-WG..	S...	Nb-Spi..	½-Spi..	SB..	Sp..	.....	Eat..	R....	Graham.....Std. 6-74
Lock.	IH..	No..	PS..	11	ExDr.	2	1	⅛	7	P-Long..	Sp..	Man.	3U-WG..	S...	Nb-Spi..	½-Spi..	SB..	Sp..	4.27	Eat..	R....	Graham.....Spec. 6-73
Lock.	IH..	No..	CI...	13	ExDr.	2	1	⅛	7	P-Long..	Sp..	Man.	3U-WG..	S...	Nb-Spi..	½-Spi..	SB..	Sp..	4.27	Eat..	R....	Graham.....8-72
Lock.	IH..	No..	CI...	13	ExDr.	2	1	⅛	7	P-Long..	Sp..	Man.	3U-WG..	S...	Nb-Spi..	½-Spi..	SB..	Sp..	4.27	Eat..	R....	Graham.....Supr. 8-75
Ben..	IM.	No..	PS..	9	IFM..	3¼-3¾	.....	⅛	7	P-Own..	Sp..	Pow.	3U-Own.	No.	Nb-Spi..	½-Own..	SB..	Sp..	4.11	PM...	SU...	Hudson.....Big 6
Ben..	IM.	No..	PS..	.....	IFM..	4-4½	.....	⅛	7	P-Own..	Sp..	Pow.	3U-Own.	Va..	Nb-Spi..	½-Own..	SB..	Sp..	4.11	PM...	SU...	Hudson.Spec., De L. & Cus. 8
Lock.	IH..	No..	.....	10	MRS..	1½	1½	⅛	7½	P-B&B..	Sp..	Man.	3U-WG..	S...	Nb-Spi..	½-Spi..	SB..	Sp..	4.45	PM...	SU...	Hupmobile.....518
Mid..	IM.	Yes.	.....	12	IFM..	1½	1¼	⅛	8½	P-B&B..	Sp..	Man.	3U-WG..	S...	Nb-U-P.	½-Spi..	Hyp.	Sp..	4.45	PM...	SU...	Hupmobile.....521
Mid..	IM.	Yes.	.....	14	IFM..	1½	1¼	⅛	8½	P-Long..	Sp..	Man.	3U-WG..	S...	Nb-U-P.	½-Spi..	Hyp.	Sp..	4.45	PM...	SU...	Hupmobile.....527
Ben..	IM.	No..	PS..	11	IFM..	.....	1½	⅛	7	P-B&B..	Sp..	Man.	3U-Own.	S,F.	M-.....	½-Own..	SB..	Sp..	4.70	.....	RM...	La Fayette.....3510
Ben..	IH..	No..	CIL..	12	MRS..	2	1	⅛	4½	P-B&B..	Sp..	Man.	3U-Own.	S...	Nb-Spi..	½-Own..	SB..	Sp..	4.78	Own..	TM...	La Salle.....50
Ben..	IM.	Yes.	PS..	15½	IFM..	2	1	⅛	7½	P-Long..	Sp..	Man.	3U-Own.	S,F.	M-Spi..	FF-Own.	SB..	TT.	4.58	Own..	M....	Lincoln.....V12-136
Ben..	IM.	Yes.	PS..	15½	IFM..	2	1	⅛	7½	P-Long..	Sp..	Man.	3U-Own.	S,F.	M-Spi..	FF-Own.	SB..	TT.	4.58	Own..	M....	Lincoln.....V12-145
Ben..	IH..	No..	CI...	11	MRS..	2½	.....	.....	....	P-B&B..	....	Man.	3U-Own.	S...	Nb-Mec.	½-Own..	SB..	Sp..	4.40	.....	T....	Nash.....Advanced 6
Ben..	IH..	No..	CI...	11	MRS..	2½	.....	.....	....	P-B&B..	....	Man.	3U-Own.	S...	Nb-Mec.	½-Own..	SB..	Sp..	4.10	.....	T....	Nash.....Advanced 8
Ben..	IH..	No..	PS..	11⅛	MRS..	1½-2¼	⅛-1	⅛-5/16	5	P-B&B..	Sp..	Man.	3U-Own.	S...	Nb-Mec.	½-Own..	.....	Sp..	4.44	PM...	T....	Oldsmobile.....F-35
Ben..	IH..	No..	PS..	12	MRS..	1½-2¼	¼-1	⅛-5/16	5	P-B&B..	Sp..	Man.	3U-Own.	S...	Nb-Mec.	½-Own..	SB..	Sp..	4.44	PM...	T....	Oldsmobile.....L-35
Wag.	IH..	No..	CIL..	12	MRS..	2	1	⅛	1½	P-Long..	SC..	Man.	3U-Own.	S...	Nb-.....	½-Own..	Hyp.	Sp..	.....	.....	TM..	Packard.....120
Ben..	IM.	Yes.	CIL..	14	IFM..	1	1	⅛	9	P-Long..	Sp..	Man.	3U-Own.	S...	Nb-.....	½-Own..	Hyp.	.....	4.69	Own..	M....	Packard.....8
Ben..	IM.	Yes.	CIL..	14	IFM..	1	1	⅛	9	P-Long..	Sp..	Man.	3U-Own.	S...	Nb-.....	½-Own..	Hyp.	.....	4.41	Own..	M....	Packard.....Super 8
Ben..	IM.	Yes.	CIL..	15	IFM..	1	1	⅛	9	P-Long..	Sp..	Pow..	3U-Own.	S...	Nb-.....	½-Own.	Hyp.	....	4.41	Own..	M....	Packard.....Twelve
.....	IM.	Yes.	PS..	16	IFM..	¾	1	¼	8	P-Long..	Sp..	Man.	3U-WG..	S...	Nb-U-P.	½-Own..	Hyp.	Sp..	4.23	Paf...	BB...	Pierce-Arrow.....845
.....	IM.	Yes.	PS..	16	IFM..	¾	1	¼	8	P-Long..	Sp..	Man.	3U-WG..	S...	Nb-U-P.	½-Own..	Hyp.	Sp..	4.21	Paf...	BB...	Pierce-Arrow.....1245-1255
Wag.	IH..	No..	CIL..	10	ExDr.	1-3	½	⅛	8½	P-B&B..	Sp..	Man.	3U-Own.	S...	Nb-.....	½-Own..	SB..	Sp..	4.12	PM...	SU...	Plymouth.....Six
Ben..	IH..	No..	PS..	12	MRS..	.....	.....	.....	....	P-Own..	Sp..	Man.	3U-Own.	S...	M-Own..	½-Own..	SB..	tt..	4.44	.....	TM..	Pontiac.....Std. 6
Ben..	IH..	No..	PS..	12	MRS..	0	2	⅛	7	P-Own..	Sp..	Man.	3U-Own.	S...	M-Own..	½-Own..	SB..	tt..	4.44	.....	TM..	Pontiac.....De L. 6
Ben..	IH..	No..	PS..	12	MRS..	0	.....	1/32	7	P-Own..	Sp..	Man.	3U-Own.	S...	M-Own..	½-Own..	SB..	tt..	4.55	.....	TM..	Pontiac.....8
Mid..	IH..	No..	CIL..	11	ExDr.	1½	1½	⅛	8	P-B&B..	Sp..	Man.	3U-WG..	....	Nb-Spi..	½-Spi..	.....	Sp..	4.30	PM...	SU...	Reo.....6A
Lock.	IH..	No..	CIL..	12	ExDr.	4	1½	⅛	8	P-Own..	Sp..	Man.	3U-Own.	S...	Nb-Spi..	½-Own..	SB..	Sp..	4.30	PM...	SU...	Reo.....S7
Lock.	IH..	No..	.....	11⅛	MRS..	½	1½	⅛-⅛	9½	P-B&B..	Sp..	Man.	3U-WG..	S...	Nb-Mec.	½-Spi..	SB..	Sp..	4.55	PM...	SU...	Studebaker.....Dict. 6
Lock.	IH..	No..	.....	12⅛	MRS..	½	1½	⅛-⅛	9½	P-B&B..	Sp..	Man.	3U-WG..	S,F.	Nb-Mec.	½-Own..	SB..	Sp..	4.45	Harris	R....	Studebaker.....Com. 8
Lock.	IH..	No..	.....	13⅛	MRS..	½	1½	⅛-⅛	9½	P-Long..	S0..	Man.	3U-WG..	S,F.	Nb-Mec.	½-Own..	SB..	Sp..	4.73	Harris	R....	Studebaker.....Pres. 8
Lock.	IH..	Yes.	PS..	16	ExDr.	2	1	⅛	7	dp-Long.	Sp..	Man.	3U-Mun.	S...	M-Mec..	½-Tim..	Wo..	Sp..	4.75	Own..	M....	Stutz.....SV-16
Lock.	IH..	Yes.	PS..	16	ExDr.	2	1	⅛	7	dp-Long.	Sp..	Man.	3U-Mun.	S...	M-Mec..	½-Tim..	Wo..	Sp..	4.50	Own..	M....	Stutz.....DV-32
Ben..	IM.	No..	PS..	9	IFM..	3¼-3¾	1-1½	⅛	7	P-Own..	Sp..	Pow..	3U-Own.	I...	Nb-Spi..	½-Own..	SB..	Sp..	4.11	PM...	SU...	Terraplane.....Spec. & De L.
Ben..	IM.	No..	PS..	9	IFM..	1-2	2	1/32	7½	P-B&B..	Sp..	Pow..	3U-Own.	....	M-U-P..	½-Own..	SB..	Sp..	4.30	Try...	M....	Willys.....77

M—Metal
Man—Manual
Mec—Mechanics
Mid—Midland Steeldraulic
Mot—Motor Wheel
MRS—Mechanically Operated Rear Service
Mun—Muncie
n.a.—Not Available
Nb—Needle Bearing
O—Overdrive
O&S—O&S Bearing Co
Oil—Oilite Inserts
PM—Pressed Metals of America
Pow—Power
PS—Pressed Steel
R—Rubber
RB—Rubber Bushing
RM—Rubber and Metal
Ru—Rubber Insulated
S—Synchronized Shift
Sal—Salisbury
SB—Spiral Bevel
SC—Semi-Centrifugal
Si—Silenite Inserts
Sp—Springs
Spi—Spicer
Spl—Splayed
Se2—Synchronized Silent Second
SU—Silent "U"
Ta—Tapered Leaves
Th—Thin Leaf Springs
Tim—Timken
TM—Threaded Metal
Tr—Transverse
Try—Tryon
tt—Torque Tube
Va—Vacuum Shift
Wag—Wagner
Wo—Worm

AMERICAN TRUCKS

MAKE AND MODEL	GENERAL (See Keynote)						TIRE SIZE		ENGINE														GEARSET			REAR AXLE					FUEL SYST.	ELEC-TRICAL			BRAKES		
	Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	Front	Rear	Make and Model	No. of Cylinders, Bore and Stroke	Displacement	Comp. Ratio	Torque Lb. Ft.	A.M.A. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Argmt.	Camshaft Drive	Piston Material	MAIN BEARINGS Number and Diameter	MAIN BEARINGS Length	Governor Make	Make	Location, Forward Speeds	Aux. Location and Speeds	Make	Gear and Type	Drive & Torque	GEAR RATIOS In High	GEAR RATIOS In Low	Carburetor Make	Fuel Feed	Ignition System Make	Generator, Starter Make	Clutch Type and Make	Universals Make	SERVICE Make Location Type Oper't'n	Drum Material	Hand Location Type
A.C.F.	160	6	6950	186	222	26000	10170	B9.75/22	B9.75/22	HaS 160	6–4½x5½	468	4.4	322	43.3	120–2200	H	C	A	4–2¾	10⅜	Ha	BL	U 4	Op	Ti	2F	R	7.46	52.7	Zen	V	DR	DR	P.BL	Spi	O4IA	A	CD
	175B	6½	8300	186	222	26000	10750	B10.50/22	B10.50/22	HaS 175	6–5x6	707	4.4	500	60.	175–2200	H	C	A	7–3¼	14⅛	Ha	BL	U 4	Op	Ti	2F	R	7.46	38.6	Zen	M	DR	DR	dp.Lo	Spi	O4IA	A	CD
	175A	7½	8800	186	240	30000	11610	B10.50/24	B10.50/24	HaS 175	6–5x6	707	4.4	500	60.	175–2200	H	C	A	7–3¼	14⅛	Ha	BL	U 4	Op	Ti	2F	R	7.48	38.7	Zen	M	DR	DR	dp.Lo	Spi	O4IA	A	CD
Armleder	11H	1½–2½	1295	156	195	11500	4850	B6.50/20	DB6.50/20	Con 20C	6–3⅜x4½	248	5.0	150	27.3	76–2800	L	C	A	7–2⅝	10⅛	No	BL	U 4	No	Ti	BF	H	5.83	31.2	Zen	M	DR	DR	D.BL	Spi	L4IH	G	TX
	21Ha	2½–4	2185	160	207	15300	5450	B8.25/20	DB8.25/20	Her WXC	6–4x4½	339	4.7	225	38.4	78–2400	L	G	A	7–2⅝	13¼	Mo	Fu	U 5	No	Ti	BF	H	6.06	38.5	Str	M	AL	AL	D.BB	Spi	L4IHV	G	TX
	31Ha	3–4½	2695	146	213	19500	5750	B9.00/20	DB9.00/20	Her WXC	6–4x4½	339	4.7	225	38.4	78–2400	L	G	A	7–2⅝	13¼	Mo	Fu	U 5	No	Ti	BF	R	6.02	39.2	Str	M	AL	AL	D.Fu	Spi	L4IHV	G	TX
	41Ha	4½–6	3050	146	227	23000	6600	B9.75/20	DB9.75/20	Her WXC	6–4x4½	339	4.7	225	38.4	78–2400	L	G	A	7–2⅝	13¼	Mo	Fu	U 5	No	Ti	BF	R	6.83	43.8	Str	M	AL	AL	D.Fu	Spi	L4IHV	G	TD
	61Ha	5–7	3725	146	227	24000	7400	B9.75/20	DB9.75/20	Her WXC2	6–4½x4½	360	4.7	238	40.3	85–2400	L	G	A	7–3	15	Mo	Fu	U 5	No	Own	2F	R	7.07	49.7	Str	M	AL	AL	D.Fu	Spi	L4IHV	H	TX
	71Ha	8–11	5895	152	247	35000	9820	B10.50/24	DB10.50/24	Her RXC	6–4⅝x5¼	529	4.4	355	51.2	115–2200	L	G	A	7–3	15	Mo	Fu	U 5	No	Wis	2F	R	7.07	49.8	Str	M	AL	AL	D.Fu	Spi	Ws41A	G	TD
	(T) TRD	10	4150	148	174	35000	7100	B9.00/20	DB9.00/20	Her YXC	6–4⅝x4¾	428	4.4	280	45.9	93–2000	L	G	A	7–3	15	Mo	Fu	U 5	No	Own	2F	R	7.08	56.8	Str	M	AL	AL	D.Fu	Spi	L4IHV	H	TD
	(T) TRDA	12	4350	148	174	39000	7226	B9.75/20	DB9.75/20	Her YXC3	6–4⅝x4¾	478	4.4	318	51.2	103–2200	L	G	A	7–3	15	Mo	Fu	U 5	No	Own	2F	R	7.8	56.8	Str	M	AL	AL	D.Fu	Spi	L4IHV	H	TD
	(T) TRDB	15	4595	148	174	45000	7326	B9.75/20	DB9.75/20	Her RXC	6–4⅝x5¼	529	4.4	355	51.2	115–2200	L	G	A	7–3	15	Mo	Fu	U 5	No	Wis	2F	R	7.8	56.8	Str	M	AL	AL	D.Fu	Spi	L4IHV	H	TD
Autocar	RG	2½–5½	3000	150	192	.....	6756	B8.25/20	DB8.25/20	Own R	6–3¾x4¾	314	5.2	213	33.7	75–2400	L	G	C	7–3	12⅝	Ow	Own	U 4	No	Own	2F	H	6.21	39.3	Str	M	DR	DR	dp.Lo	Spi	LO4IDV	e	2I
	RH	6½	3400	150	192	.....	7215	B9.75/20	DB9.75/20	Own R	6–3¾x4¾	314	5.2	213	33.7	75–2400	L	G	C	7–3	12⅝	Ow	Own	U 4	No	Own	2F	H	7.13	45.1	Str	M	DR	DR	dp.Lo	Spi	LO4IDV	e	2I
	D	2½–7½	3500	150	192	.....	6844	B8.25/20	DB8.25/20	Own SD	6–4x4¾	358	5.2	240	38.4	84–2500	L	G	C	7–3	12⅝	Ow	Own	U 4	No	Own	2F	H	6.21	39.3	Str	M	DR	DR	dp.Lo	Spi	LO4IDV	e	2I
	DF	4–8½	3950	135	177	.....	7634	B9.00/20	DB9.00/20	Own SD	6–4x4¾	358	5.2	240	38.4	84–2500	L	G	C	7–3	12⅝	Ow	Own	U 4	No	Own	2F	H	6.43	40.7	Str	M	DR	DR	dp.Lo	Spi	LO4IDV	e	2I
	DH	6	4150	135	177	.....	7750	P36x8	DP36x8	Own SD	6–4x4¾	358	5.2	240	38.4	84–2500	L	G	C	7–3	12⅝	Ow	Own	U 4	No	Own	2F	H	8.57	54.3	Str	M	DR	DR	dp.Lo	Spi	LO4IDV	e	2I
	N	5½–8	4650	178	213	.....	8680	B9.75/20	DB9.75/20	Own SCH	6–4¼x4¾	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	Ow	Own	U 5	No	Own	2F	H	7.20	45.6	Str	M	DR	DR	dp.Lo	Spi	LO4IDV	e	FD
	NF	6–9	4750	178	213	.....	9284	B9.75/22	DB9.75/22	Own SCH	6–4¼x4¾	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	Ow	Own	U 5	No	Own	2F	H	7.20	42.1	Str	M	DR	DR	dp.Lo	Spi	LO4IDV	e	FD
	S	9	5500	168	168	.....	9464	B9.75/22	DB9.75/22	Own SCH	6–4¼x4¾	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	Ow	Own	U 4	A 3	Own	2F	H	8.52	54.0	Str	M	DR	DR	dp.Lo	Spi	LO4IDV	e	FD
	C	7½	6650	158	176	.....	11784	B10.50/24	DB10.50/24	Own SCM	6–4½x4¾	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	Ow	BL	U 4	A 3	Wis	2F	H	9.92	121	Str	M	DR	DR	dp.Lo	Spi	LO4IDV	e	FD
	CE	7½	6000	172	203	.....	10300	S36x7	DS40x8	Own SCM	6–4½x4¾	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	Ow	Own	U 4	No	Own	2F	R	8.57	52.6	Str	M	DR	DR	dp.Lo	Spi	O2IMV	e	FD
	NFS	7½	5600	208	208	.....	10000	B10.50/20	DB10.50/20	Own SCH	6–4¼x4¾	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	Ow	Own	U 4	No	Own	2F	H	7.20	45.6	Str	M	DR	LN	dp.Lo	Spi	BO4IMv	e	FD
	T	7½–10½	5900	178	228	.....	10319	B10.50/22	DB10.50/22	Own SCM	6–4½x4¾	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	Ow	Own	U 5	No	Own	2F	H	7.20	88.5	Str	M	DR	DR	dp.Lo	Spi	O4IA	e	FD
	TS	10	6600	204	204	.....	10823	B10.50/24	DB10.50/24	Own SCM	6–4½x4¾	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	Ow	Own	U 4	No	Own	2F	H	8.68	55.0	Str	M	DR	LN	dp.Lo	Spi	O4IA	e	FD
	6T	8½	6300	214	228	.....	10020	B9.75/22	DB9.75/22	Own SCM	6–4½x4¾	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	Ow	BL	U 5	No	Own	2F	H	7.20	87.6	Str	M	DR	DR	dp.Lo	Spi	O4IA	e	FD
	(Eng und seat) UD	3½–6½	3500	97	145	.....	7126	P34x7	DP34x7	Own SD	6–4x4¾	358	5.2	240	38.4	84–2500	L	G	C	7–3	12⅝	Ow	Own	U 4	No	Own	2F	H	6.21	39.3	Str	M	DR	DR	dp.Lo	Spi	LO4IDV	e	2I
	" UDF	5–8½	3950	109	145	.....	7882	B9.00/20	DB9.00/20	Own SD	6–4x4¾	358	5.2	240	38.4	84–2500	L	G	C	7–3	12⅝	Ow	Own	U 4	No	Own	2F	H	6.43	40.7	Str	M	DR	DR	dp.Lo	Spi	LO4IDV	e	2I
	" UN	5½–8	4650	96	163	.....	9098	B9.75/20	DB9.75/20	Own SCH	6–4¼x4¾	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	Ow	Own	U 5	No	Own	2F	H	7.20	45.6	Str	M	DR	DR	dp.Lo	Spi	LO4IDV	e	FD
	" UNF	6½–9	4850	128	163	.....	9415	B9.75/22	DB9.75/22	Own SCH	6–4¼x4¾	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	Ow	Own	U 5	No	Own	2F	H	7.20	42.1	Str	M	DR	DR	dp.Lo	Spi	LO4IDV	e	FD
	" UNFS	7½	5600	145	145	.....	9585	B10.50/20	DB10.50/20	Own SCH	6–4¼x4¾	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	Ow	Own	U 4	No	Own	2F	H	7.20	45.6	Str	M	DR	LN	dp.Lo	Spi	B4IMV	e	FD
	" US	5	5300	109	109	.....	9115	B9.75/22	DB9.75/22	Own SCH	6–4¼x4¾	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	Ow	Own	U 4	No	Own	2F	H	7.20	45.6	Str	M	DR	DR	dp.Lo	Spi	LO4IDV	e	FD
	" UT	7½–10½	5900	128	163	.....	9960	B10.50/22	DB10.50/22	Own SCM	6–4½x4¾	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	Ow	Own	U 5	No	Own	2F	H	7.20	45.6	Str	M	DR	DR	dp.Lo	Spi	O4IA	e	FD
	" UTS	10	6600	145	145	.....	10927	B10.50/24	DB10.50/24	Own SCM	6–4½x4¾	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	Ow	Own	U 4	No	Own	2F	H	8.68	55.0	Str	M	DR	LN	dp.Lo	Spi	O4IA	e	FD
	6UT	8½	6300	145	163	.....	10525	B9.75/22	DB9.75/22	Own SCM	6–4½x4¾	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	Ow	Own	U 4	A 3	Own	2F	H	7.20	45.6	Str	M	DR	DR	dp.Lo	Spi	O4IA	e	FD
Available(19)	W-120	1½	1245	Op	Op	11200	4000	B6.50/20	DB6.50/20	Wau BL	6–3⅛x4¼	245	5.1	165	29.4	73–3000	L	G	A	7–2⅜	10¼	No	WG	U 4	No	Ti	SF	H	6.60	42.2	Zen	M	DR	DR	P.Lo	Blo	L4IH	a	TX
	W-170	2½	1620	Op	Op	13400	4700	B7.50/20	DB7.50/20	Wau BL	6–3⅛x4¼	245	5.1	165	29.4	73–3000	L	G	A	7–2⅜	10¼	Wa	BL	U 4	No	Ti	SF	R	6.80	43.5	Zen	M	DR	DR	P.Lo	Blo	L4IH	a	TX
	W-210	2½	1720	Op	Op	13400	4800	B7.50/20	DB7.50/20	Wau BK	6–3¾x4¼	282	5.1	188	33.8	85–3200	L	G	A	7–2⅜	10¼	Wa	BL	U 4	No	Ti	SF	R	6.80	43.5	Zen	M	DR	DR	P.BL	Blo	L4IH	a	TX
	W-240	3	1975	Op	Op	16300	5400	B8.25/20	DB8.25/20	Wau BK	6–3¾x4¼	282	5.1	188	33.8	85–3200	L	G	A	7–2⅜	10¼	Wa	BL	U 4	No	Ti	SF	R	7.40	47.4	Zen	M	DR	DR	P.BL	Blo	L4IH	a	TX
	W-300	4	2740	Op	Op	20700	7000	B9.00/20	DB9.00/20	Wau 6-110	6–4x4¾	358	5.1	254	38.4	110–2800	F	G	A	7–2½	12⅛	Wa	Fu	U 5	No	Ti	SF	R	7.80	54.6	Ma	M	DR	DR	P.BB	Blo	L4IH	a	TD
	W-400	5	3750	Op	Op	25500	8200	B9.75/20	DB9.75/20	Wau 6-125	6–4¾x5½	462	5.0	324	45.9	125–2600	F	G	A	7–3	13⅜	Wa	Fu	U 5	No	Ti	WF	R	8.50	55.6	Str	M	DR	DR	P.BB	Blo	L4IHV	E	FD
Biederman	10	1½	895	130	157	6000	2800	B6.00/20	B6.00/20	Con 25A(16)	6–3⅜x4	215	5.0	142	27.3	72–3000	L	G	A	4–2⅜	6¾	Mo	War	U 4	No	Cla	BF	R	5.10	31.6	Zen	M	DR	DR	P.BB	MM	L4IH	G	TX
	20	1½	1195	157	170	8400	3200	B6.00/20	DB6.00/20	Wau 6BL 16	6–3½x4¼	245	5.2	162	29.4	75–2800	L	G	A	7–2⅝	10¼	Mo	War	U 4	No	Cla	BF	R	6.37	39.4	Zen	M	DR	DR	P.BB	MM	L4IH	G	TX
	30	2	1280	157	170	11400	4100	B7.00/20	DB7.00/20	Wau 6BL 16	6–3½x4¾	245	5.2	162	29.4	75–2800	L	G	A	7–2⅝	10¼	Mo	War	U 4	No	Cla	BF	R	6.37	39.4	Zen	M	DR	DR	P.BB	MM	L4IH	G	TX
	40	2½	1795	180	200	16000	5400	B8.25/20	DB8.25/20	Wau 6BK 16	6–3¾x4¼	282	5.2	190	33.8	84–2800	L	G	A	7–2⅝	10¼	Mo	Cla	U 5	No	Cla	BF	R	6.37	45.0	Zen	M	DR	DR	P.BB	MM	L4IH	G	PX
	50	3	2400	180	200	20000	6450	B9.00/20	DB9.00/20	Wau 6BK 16	6–3¾x4¼	282	5.2	190	33.8	84–2800	L	G	A	7–2⅝	10¼	Mo	Cla	U 5	No	Cla	BF	R	6.42	46.7	Zen	M	DR	DR	P.BB	MM	L4IH	G	PX
	60	3	3150	180	210	20000	6820	B9.00/20	DB9.00/20	Lyc ASE 16	6–3¾x4½	298	5.2	194	33.8	86–2800	L	G	A	4–2⅝	10¼	Mo	BL	U 5	No	Cla	BF	R	6.42	46.7	Zen	M	DR	DR	P.BB	MM	L4IH	G	PX
	70	3½	3600	157	210	24000	7530	B9.75/20	DB9.75/20	Her WXC3	6–4½x4½	361	5.0	240	44.0	98–2500	L	G	A	7–2⅝	12⅜	Mo	BL	U 5	No	Wis	2F	R	8.00	58.7	Zen	M	DR	DR	P.BB	MM	Ws41A	G	PX
	80	5	4200	187	210	28000	8500	B10.50/20	DB10.50/20	Her RXB 16	6–4½x5¼	500	5.0	330	48.6	110–2200	L	G	A	7–3	12⅝	Mo	Ful	U 5	No	Wis	2F	R	8.94	65.1	Zen	M	DR	DR	P.BB	MM	Ws41A	G	PX
Brockway	80	2	1210	149	168	11500	4035	B6.50/20	DB6.50/20	Con 26B	6–3⅜x4	214	4.9	142	27.3	72–3200	L	C	A	4–2⅜	6¾	No	Wa	U 4	No	Ti	SF	H	6.2	36.2	Zen	M	AL	AL	P.BB	Spi	L4IH	G	TX
	90	2–2½	1510	149	186	14000	4480	B7.00/20	DB7.00/20	Con 28B	6–3¾x4⅜	248	4.9	170	27.3	78–3100	L	C	C	7–2⅝	10⅛	No	Wa	U 4	No	Ti	SF	H	5.83	37.4	Zen	M	AL	AL	P.BB	Spi	L4IH	G	CD
	100	2½	1855	168	200	15000	5125	B7.50/20	DB7.50/20	Con 28B	6–3¾x4⅜	248	4.9	170	27.3	78–3100	L	C	C	7–2⅝	10⅛	No	Fu	U 5	No	Ti	SF	H	5.83	46.0	Zen	M	AL	AL	P.Li	Spi	L4IH	G	CD
	120	2½–3	2260	156	188	15000	5800	B7.50/20	DB7.50/20	Con 30B	6–4x4½	311	4.2	196	38.4	82–2400	H	C	N	7–2¾	13⅛	No	BL	U 4	No	Ti	SF	H	5.83	38.5	Zen	M	AL	AL	D.BL	Spi	L4IH	G	CD
	125	2½–3	2100	156	200	15000	5700	B7.50/20	DB7.50/20	Con 31B	6–3⅞x4½	318	...	202	36.0	80–	L	G	N	7–2⅝	13	No	BL	U 4	No	Ti	SF	H	5.83	37.37	Zen	M	AL	AL	BL	Spi	L4IH	G	CD
	140	3–3½	2850	156	200	17500	6385	B8.25/20	DB8.25/20	Con 30B	6–4x4½	311	4.2	196	38.4	82–2400	H	C	N	7–2¾	13⅞	KP	BL	U 4	Op	Wis	2F	R	6.66	43.5	Zen	M	AL	AL	D.BL	Spi	L4IHV	G	CD
	150	3–3½	2660	170	200	18500	6275	B8.25/20	DB8.25/20	Con 32B	6–4½x4½	360	4.5	240	40.8	90–2500	L	G	N	7–2⅝	13	KP	Fu	U 5	Op	Ti	SF	R	5.71	35.0	Zen	M	AL	AL	P.Li	Spi	L4IHV	G	CD
	141	3½–4	3355	170	200	21000	7450	B9.00/20	DB9.00/20	Con 30B	6–4x4½	311	4.2	196	38.4	82–2400	H	C	N	7–2¾	13⅞	KP	BL	U 4	Op	Wis	2F	R	7.00	46.2	Zen	M	AL	AL	D.BL	Spi	L4IHV	G	CD
	160	3½–4	3295	170	200	21000	7500	B9.00/20	DB9.00/20	Con 32B	6–4½x4½	360	4.5	240	40.8	90–2500	L	G	N	7–2⅝	13	KP	Fu	U 5	Op	Ti	SF	R	6.14	48.5	Zen	M	AL	AL	P.Li	Spi	L4IHV	G	CD
	170	4	3640	170	212	21000	7700	B9.00/20	DB9.00/20	Con 33B	6–4½x4¾	381	4.4	276	40.8	106–2600	H	C	N	7–2¾	13⅞	KP	BL	U 5	Op	Wis	2F	R	5.78	44.5	Zen	M	AL	AL	D.BL	Spi	L4IHV	G	CD
	175-X	4–7½	4290	170	224	25000	7900	B9.00/20	DB9.00/20	Con 34B	6–4⅝x4¾	427	4.2	308	45.9	118–2600	H	C	N	7–2¾	13⅞	KP	BL	U 5	Op	Wis	2F	R	5.63	43.4	Zen	M	AL	AL	D.BL	Spi	L4IHV	G	CD
	195	5–7½	4230	170	224	25000	8540	B9.75/20	DB9.75/20	Con 33B	6–4½x4¾	381	4.4	276	40.8	106–2600	H	C	N	7–2¾	13⅞	KP	BL	U 5	Op	Wis	2F	R	5.63	43.4	Zen	M	AL	AL	D.BL	Spi	L4IHV	G	CD
	220	8–9	4930	170	224	30000	8980	B10.50/20	DB10.50/20	Con 34B	6–4⅝x4¾	427	4.2	308	45.9	118–2600	H	C	N	7–2¾	13⅞	KP	BL	U 5	Op	Wis	2F	R	5.75	44.3	Zen	M	AL	AL	D.BL	Spi	L4IHV	G	CD
	260	10	6030	212	240	30000	9585	B10.50/22	DB10.50/22	Con 35B	6–4½x5¼	501	4.3	350	48.6	125–2200	H	C	A	7–2¾	13⅞	KP	Fu	U 4	Op	Wis	2F	R	8.05	50.7	Zen	M	AL	AL	D.Fu	Spi	Lw4IDV	G	CD
	2608	10	6380	212	240	36000	10075	B10.50/24	DB10.50/24	Con 35B	6–4½x5¼	501	4.3	350	48.6	125–2200	H	C	A	7–2¾	13⅞	KP	Fu	U 5	Op	Wis	2F	R	7.95	49.8	Zen	V	DR	DR	dp.BL	Spi	Ws41A	G	CD
	V-1200	15	10500	156	240	60000	12400	B11.25/22	DB11.25/22	A LaF V12	12–4x5	753	5.1	505	76.4	240–2800	H	C	A	4–3½	9¼	ALaF	BL	U 5	Op	Wis	2F	R	7.95	49.8	Zen	V	DR	DR	dp.BL	Spi	Ws41A	G	CD
	PC-15-SD	2–3	1950	168	200	15000	4985	B7.50/20	DB7.50/20	Con 28B	6–3¾x4⅜	248	4.9	170	27.3	78–3100	L	C	C	7–2⅝	10⅛	No	Fu	U 5	Op	Ti	SF	H	5.83	46.0	Zen	M	AL	AL	P.Li	Spi	L4IHV	G	CD
	PC-22-SD	3½–4	3200	188	200	22000	7080	B9.00/20	DB9.00/20	Con 32B	6–4½x4½	361	4.5	240	40.8	90–2500	L	G	N	7–2⅝	13	KP	Fu	U 5	Op	Ti	SF	R	6.14	48.5	Zen	M	AL	AL	P.Li	Spi	L4IHV	G	CD
	PC-22-SP	3–4	4200	170	212	22000	7640	B9.00/20	DB9.00/20	Con 33B	6–4½x4¾	381	4.4	276	40.8	106–2600	H	C	N	7–2¾	13⅞	KP	BL	U 5	Op	Ti	SF	R	6.14	47.3	Zen	M	AL	AL	D.BL	Spi	Ws41A	G	CD
	PC-22-DR	3–4	4200	170	212	22000	7540	B9.00/20	DB9.00/20	Con 33B	6–4½x4¾	381	4.4	276	40.8	106–2600	H	C	N	7–2¾	13⅞	KP	BL	U 5	Op	Wis	2F	R	5.78	44.5	Zen	M	AL	AL	D.BL	Spi	Ws41A	G	CD
	PC-34-SP	5	5000	188	224	24000	8150	B9.75/20	DB9.75/20	Con 34B	6–4⅝x4¾	427	4.2	308	45.9	118–2600	H	C	N	7–2¾	13⅞	KP	BL	U 5	Op	Wis	2F	R	5.63	43.4	Zen	M	AL	AL	D.BL	Spi	Ws41A	G	CD
	PC-34-SD	5	4900	188	224	24000	8125	B9.75/20	DB9.75/20	Con 33B	6–4½x4¾	381	4.4	276	40.8	106–2600	H	C	N	7–2¾	13⅞	KP	BL	U 5	Op	Wis	2F	R	5.63	43.4	Zen	M	AL	AL	D.BL	Spi	Ws41A	G	CD
	PC-68-SD	7½	5250	188	224	28000	8500	B9.75/20	DB9.75/20	Con 34B	6–4⅝x4¾	427	4.2	308	45.9	118–2600	H	C	N	7–2¾	13⅞	KP	BL	U 5	Op	Wis	2F	R	5.75	44.3	Zen	M	AL	AL	D.BL	Spi	Ws41A	G	CD
	PC-34-SPX	7½	5350	200	224	28000	8600	B9.75/20	DB9.75/20	Con 35B	6–4½x5¼	501	4.3	364	48.6	135–2200	H	C	A	7–2¾	13⅞	KP	Fu	U 5	Op	Wis	2F	R	5.63	45.4	Zen	M	AL	AL	D.Fu	Spi	Ws41A	G	CD
	PC-68-SPX	10	5950	212	224	34000	9585	B9.75/20	DB9.75/20	Con 35B	6–4½x5¼	501	4.3	364	48.6	135–2200	H	C	A	7–2¾	13⅞	KP	Fu	U 5	Op	Wis	2F	R	6.38	51.5	Zen	M	AL	AL	D.Fu	Spi	Ws41A	G	CD
	PC-68-VSD	15	10500	200	240	60000	12250	B10.50/20	DB10.50/20	A LaF V12	12–4x5	754	5.1	505	76.4	240–2800	H	C	A	4–3½	9¼	ALaF	VL	U 5	Op	Wis	2F	R	7.95	49.8	Zen	V	DR	DR	dp.BL	Spi	Ws41A	G	CD
Chevrolet	Comm'l	½	355	112	112	4400	2105	B5.50/17	B5.50/17	Own	6–3⅛x4	207	545	150	26.3	70–3200	H	G	C	3–2⅛	5⅛	No	Own	U 3	No	Own	S½	U	4.11	12.4	Car	M	DR	DR	P.Ow	Own	O4IM	p	4I
	Utility	1½	485	131	131	9300	3015	B6.00/20	P32x6	Own	6–3⅛x4	207	545	150	26.3	70–3200	H	G	C	3–2⅛	5⅛	No	Own	U 4	No	Own	2½	U	5.43	39.2	Car	M	DR	DR	P.Ow	Own	O4IM	p	4I
	Utility	1½	545	157	157	9300	3060	B6.00/20	P32x6	Own	6–3⅛x4	207	545	150	26.3	70–3200	H	G	C	3–2⅛	5⅛	No	Own	U 4	No	Own	S½	U	5.43	39.2	Car	M	DR	DR	P.Ow	Own	O4IM	p	4I

Corbitt (3)	1146	1½-2	1095	163	183	......	3400	B6.50/20	DB6.50/20	Lyc WFC	6-3 1/16x4¾	210	6.2	160	22.5	82-3500	L	G	S	4-2⅜	7 1/16	No	WG	U 4	No	Ti	SF	H	5.14	32.9	Car	M	AL	AL	P.BB	MM	L4IH	a	TX
	1348	1½-2	1665	168	208	......	4200	B7.50/20	DB7.50/20	Lyc GFC	8-3 1/16x4¾	280	5.3	183	30.0	93-3500	L	G	S	5-2⅜	8 11/16	No	Cla	U 4	No	Ti	SF	H	5.83	37.9	Str	M	AL	AL	P.BB	MM	L4IH	a	TX
	12	2-3	3060	163	220	......	4870	B7.50/20	DB7.50/20	Con E601	6-3⅞x4½	318	4.6	200	36.0	80-2700	L	C	C	7-2⅝	11 11/16	No	Fu	U 5	No	Ti	SF	H	Opt	Opt	Zen	M	DR	DR	P.BL	Spl	L4IH	a	TX
	15	2½-3½	3740	174	220	......	5870	B8.25/20	DB8.25/20	Con E602	6-3⅞x4½	360	4.4	240	40.8	90-2500	L	C	C	7-2⅝	11 11/16	No	Fu	U 5	No	Ti	SF	H	Opt	Opt	Zen	M	DR	DR	P.BL	Spl	L4IH	a	TD
	18	2½-4	4400	178	230	......	8100	B9.00/20	DB9.00/20	Con E603	6-4⅛x4½	383	4.5	310	43.3	95-2500	L	C	C	7-2⅝	11 11/16	No	Fu	U 5	No	Ti	w/2F	H	Opt	Opt	Zen	M	DR	DR	D.BL	Spl	L4IHV	a	TD
	24	3½-5	5115	195	230	......	9200	B9.75/20	DB9.75/20	Con E603	6-4¼x4½	383	4.5	300	43.3	95-2500	L	C	C	7-2⅝	11 11/16	No	BL	A 7	No	Ti	w/2F	H	Opt	Opt	Zen	M	DR	DR	D.BL	Spl	T4IHV	a	TD
	33	5-7½	6160	195	230	......	10000	P40x10	DP40x10	Con 21R	6-4⅜x4¾	428	4.6	308	45.9	118-2600	H	C	C	7-2¾	13	No	BL	A 7	No	Ti	w/2F	H	Opt	Opt	Zen	M	DR	DR	D.BL	Spl	T4IA	a	TD
	(T) 1148T	3-5	1600	146	168	......	3950	B7.50/20	DB7.50/20	Lyc GFC	8-3 1/16x4¾	280	5.3	183	30.0	93-3500	L	G	S	5-2⅜	8 11/16	No	Cla	U 4	No	Ti	SF	H	6.60	42.9	Str	M	AL	AL	P.BB	MM	L4IHV	a	TX
	(T) 1348T	4-6	1925	149	171	......	4325	B8.25/20	DB8.25/20	Lyc GGC	8-3 1/16x4¾	280	6.2	210	30.0	110-3500	L	G	S	5-2⅜	8 11/16	No	Fu	U 5	No	Ti	SF	H	6.80	51.2	Str	M	AL	AL	P.BB	MM	L4IHV	a	TX
	(T) 12BT6	4-7	3465	(3)	(3)	......	4870	B8.25/20	DB8.25/20	Con E602	6-4⅛x4½	360	4.4	240	40.8	90-2500	L	C	C	7-2¾	11 11/16	No	Fu	U 5	No	Ti	SF	H	Opt	Opt	Zen	M	DR	DR	P.BL	Spl	L4IHV	a	TD
	(T) 15B6T	5-8	4875	(3)	(3)	......	5870	B9.00/20	DB9.00/20	Con 21R	6-4⅜x4¾	428	4.6	308	45.9	118-2600	H	C	C	7-2¾	13	No	Fu	U 5	No	Ti	SF	H	Opt	Opt	Zen	M	DR	DR	P.BL	Spl	L4IHV	a	TD
	(T) 18D6T	8-10	5500	(3)	(3)	......	8100	B9.75/20	DB9.75/20	Con 22R	6-4½x5¼	500	4.5	340	48.6	138-2500	H	C	A	7-2¾	13 1/16	No	Fu	U 5	No	Ti	2F	H	Opt	Opt	Zen	M	DR	DR	D.BL	Spl	L4IHV	a	TD
Day-Elder (4)	75	1½	945	135	156	10000	3900	B6.00/20	DB6.00/20	Her JXA	6-3⅜x4¼	228	4.4	142	27.3	59-2800	L	G	C	7-2½	10 11/16	No	WG	U 4	No	Ti	BF	H	5.66	36.2	Zen	M	DR	DR	P.BB	Spl	L4IH	a	XF
	85	2	1195	156	186	11200	4100	B6.00/20	DB6.50/20	Her JXB	6-3⅝x4¼	263	4.4	164	31.5	68-2800	L	G	C	7-2½	10 11/16	No	WG	U 4	No	Ti	BF	H	5.66	36.2	Zen	M	DR	DR	P.BB	Spl	L4IH	a	XF
	110	2½	1495	156	186	13400	4800	B7.00/20	DB7.00/20	Her JXC	6-3¾x4¼	282	4.4	176	33.7	73-2800	L	G	C	7-2½	10 11/16	No	WG	U 4	No	Ti	BF	H	5.83	37.3	Zen	M	DR	DR	P.BB	Spl	L4IH	a	XF
	130	3	1995	165	204	16300	6300	B7.50/20	DB7.50/20	Her WXC	6-4x4½	339	4.7	234	38.4	94-2800	L	G	C	7-2⅝	13¼	Ha	BL	U 4	No	Ti	BF	H	6.17	37.9	Zen	M	DR	DR	P.BL	Spl	L4IH	a	DF
	160	3½	2445	165	204	19500	6500	B9.00/20	DB9.00/20	Her WXC3	6-4¼x4½	383	4.7	265	43.3	106-2800	L	G	C	7-2⅝	13¼	Ha	BL	U 4	No	Ti	BF	R	6.14	41.9	Zen	M	DR	DR	P.BL	Spl	L4IH	a	DF
	200	4	2895	165	204	25300	7200	B9.00/20	DB9.00/20	Her WXC3	6-4¼x4½	383	4.7	265	43.3	106-2800	L	G	C	7-2⅝	13¼	Ha	BL	U 4	No	Ti	WF	R	7.75	47.6	Zen	M	DR	DR	P.BL	Spl	L4IH	a	DF
	240	5-7	3995	205	234	33500	9500	B10.50/20	DB10.50/20	Her RXC	6-4⅝x5¼	529	4.4	350	51.3	114-2200	L	G	A	7-3	12½	Ha	BL	U 4	No	Ti	WF	R	7.60	52.1	Zen	M	DR	DR	P.BL	Spl	L4IH	a	DF
Diamond T	211A	1½	575	135	168	10000	3400	B6.00/20	B6.00/20	Her JXA	6-3⅜x4¼	228	5.0	148	27.3	63-2800	L	G	C	7-2½	10 11/16	No	WG	U 4	No	Cla	SF	H	Opt	Opt	Zen	M	AL	AL	P.BB	Spl	L4IH	a	TX
	220	1½-2	675	135	168	11500	3600	B6.00/20	B6.00/20	Her JXB	6-3⅝x4¼	263	5.4	164	31.5	68-2800	L	G	C	7-2½	10 11/16	No	WG	U 4	No	Cla	SF	H	Opt	Opt	Zen	M	AL	AL	P.BB	Spl	L4IHV	a	TX
	227	1½-2	775	135	168	11500	3600	B6.00/20	DB6.00/20	Her JXA	6-3⅜x4¼	228	5.0	148	27.3	63-2800	L	G	C	7-2½	10 11/16	No	WG	U 4	No	Cla	SF	H	Opt	Opt	Zen	M	AL	AL	P.BB	Spl	L4IHV	a	TX
	243	1½-2	895	155	179	12000	4000	B6.00/20	DB6.00/20	Her JXA	6-3⅜x4¼	228	5.0	148	27.3	63-2800	L	G	C	7-2½	10 11/16	No	WG	U 4	No	Cla	SF	H	Opt	Opt	Zen	M	AL	AL	P.BB	Spl	L4IHV	a	TX
	311C	2	1125	155	179	13000	4600	B6.50/20	DB6.50/20	Her JXB	6-3⅝x4¼	263	5.4	164	31.5	68-2800	L	G	A	7-2½	10 11/16	Le	WG	U 4	No	Cla	SF	H	Opt	Opt	Zen	M	AL	AL	P.BB	Spl	L4IHV	a	TX
	312	2-2½	1225	155	179	14000	4600	B6.50/20	DB6.50/20	Her JXC	6-3¾x4¼	282	5.4	176	33.7	73-2800	L	G	A	7-2½	10 11/16	Le	Cla	U 4	No	Cla	SF	H	Opt	Opt	Zen	M	AL	AL	P.BB	Spl	L4IHV	a	TX
	351C	2½	1425	155	179	15000	5125	B7.00/20	DB7.00/20	Her JXC	6-3¾x4¼	282	5.4	176	33.7	73-2800	L	G	A	7-2½	10 11/16	Le	Cla	U 5	No	Cla	SF	H	Opt	Opt	Zen	M	AL	AL	P.BB	Spl	L4IHV	a	TD
	352	2½-3	1525	155	179	16000	5125	B7.00/20	DB7.00/20	Her JXD	6-4x4¼	320	5.3	205	38.4	84-2800	L	G	A	7-2½	10 11/16	Le	Cla	U 5	No	Cla	SF	H	Opt	Opt	Zen	M	AL	AL	P.BB	Spl	L4IHV	a	TD
	412B	3	2140	189	225	17000	6200	B7.50/20	DB7.50/20	Her WXLC	6-4x4¾	358	5.0	260	38.4	104-2800	L	G	A	7-2⅝	13¼	Le	Cla	U 5	No	Cla	SF	R	Opt	Opt	Zen	M	AL	AL	P.BB	Spl	L4IHV	a	TD
	512B	4	2440	189	225	18000	6800	B8.25/20	DB8.25/20	Her WXLC3	6-4¼x4¾	404	5.0	294	43.3	118-2800	L	G	A	7-2⅝	13¼	Le	Cla	U 5	No	Ti	SF	R	Opt	Opt	Zen	M	AL	AL	P.BB	Spl	L4IHV	a	TD
	412DR	4	2440	189	225	18000	6800	B7.50/20	DB7.50/20	Her WXLC3	6-4¼x4¾	404	5.0	294	43.3	118-2800	L	G	A	7-2⅝	13¼	Le	Cla	U 5	No	Wis	2F	R	Opt	Opt	Zen	M	AL	AL	P.BB	Spl	L4IHV	a	TD
	512DR	5	2760	189	225	20000	7400	B8.25/20	DB8.25/20	Her WXLC3	6-4¼x4¾	404	5.0	294	43.3	118-2800	L	G	A	7-2⅝	13¼	Le	Cla	U 5	No	Wis	2F	R	Opt	Opt	Zen	M	AL	AL	P.BB	Spl	L4IHV	a	TD
Differential	E-131	2½	3200	160	160	18100	5100	B9.00/20	DB9.00/20	Lyc ASD	6-3¾x4½	299	4.9	198	33.7	85-2800	L	G	C	4-2⅝	9½	Mo	BL	U 4	No	Ti	BF	H	7.8	51.4	Til	M	AL	AL	D.BL	Blo	L4IHV	a	FD
Dodge	KC	Com'l	365	111	111	......	1775	B5.25/17	B5.25/17	Own	6-3⅛x4⅜	201	5.8	138	23.4	72-3000	L	C	A	4-2¼	5 11/16	No	Own	U 3	No	Own	S½	H	4.11	11.5	Car	M	DR	DR	P.BB	Own	O4IH	c	TX
	KCL	Com'l	395	119	119	......	1805	B5.25/17	B5.25/17	Own	6-3⅛x4⅜	201	5.8	138	23.4	72-3000	L	C	A	4-2¼	5 11/16	No	Own	U 3	No	Own	S½	H	4.11	11.5	Car	M	DR	DR	P.BB	Own	O4IH	c	TX
	K20	¾	515	131	131	5500	2559	B6.00/20	P32x6	Own	6-3¼x4⅜	217	5.6	150	25.3	70-3000	L	C	S	4-2½	5 11/16	No	Own	U 4	No	Own	SF	H	4.87	31.2	Car	M	DR	DR	P.BB	Own	O4IH	a	TX
	KH15	¾	490	131	161	5500	2600	B6.00/20	P32x6	Own	6-3⅛x4⅜	201	5.8	138	23.4	77-3600	L	C	A	4-2¼	5 11/16	No	Own	U 4	Op	Own	SF	H	4.87	31.2	Car	M	DR	DR	P.BB	Own	O4IH	a	TX
	K-20X	1	515	131	131	6075	2612	B6.00/20	P32x6	Own	6-3¼x4⅜	217	5.6	150	25.3	70-3000	L	C	S	4-2½	5 11/16	No	Own	U 4	No	Own	SF	H	4.87	31.2	Car	M	DR	DR	P.BB	Own	O4IH	a	TX
	KH20	1	490	131	161	6075	2600	B6.00/20	P32x6	Own	6-3⅛x4⅜	201	5.8	138	23.4	77-3600	L	C	A	4-2¼	5 11/16	No	Own	U 4	Op	Own	SF	H	4.87	31.2	Car	M	DR	DR	P.BB	Own	O4IH	a	TX
	K22	1	870	140	140	7800	3470	B7.00/20	B7.00/20	Own	6-3⅜x4½	242	5.4	170	27.3	85-3200	L	C	A	4-2½	6¼	MoHa	Own	U 5	No	Own	SF	H	5.66	40.0	Car	M	DR	DR	P.BB	Own	O4IH	a	TX
	K30	1½-2	515	131	131	8400	2667	B6.00/20	P32x6	Own	6-3¼x4⅜	217	5.6	150	25.3	70-3000	L	C	S	4-2½	5 11/16	No	Own	U 4	Op	Own	SF	H	4.87	31.2	Car	M	DR	DR	P.BB	Own	O4IH	a	TX
	KH-30	1½-2	490	131	161	8500	2600	B6.00/20	P32x6	Own	6-3⅛x4⅜	201	5.8	138	23.4	77-3600	L	C	A	4-2¼	5 11/16	No	Own	U 4	Op	Own	SF	H	5.43	34.7	Car	M	DR	DR	P.BB	Own	O4IH	a	TX
	KD30	1½-2	515	131	161	8500	2612	B6.00/20	P32x6	Own	6-3¼x4⅜	217	5.6	150	25.3	70-3000	L	C	S	4-2½	5 11/16	No	Own	U 4	Op	Own	SF	H	5.43	34.7	Car	M	DR	DR	P.BB	Own	O4IH	a	TX
	K32	1½-2	545	136	161	10500	2885	B6.00/20	P32x6	Own	6-3¼x4⅜	217	5.6	150	25.3	70-3000	L	C	S	4-2½	5 11/16	No	Own	U 4	Op	Own	SF	H	5.66	36.2	Car	M	DR	DR	P.BB	Own	O4IH	a	TX
	KD32	1½-3	560	136	161	10500	2858	B6.00/20	P32x6	Own	6-3⅛x4⅜	201	5.8	138	23.4	72-3000	L	C	A	4-2¼	5 11/16	No	Own	U 4	Op	Own	SF	H	5.66	36.2	Car	M	DR	DR	P.BB	Own	O4IH	a	TX
	KS32	1½-3	560	136	161	10500	2896	B6.00/20	P32x6	Own	6-3⅜x4½	242	5.4	170	27.3	85-3200	L	C	A	4-2½	6¼	MoHa	Own	U 4	Op	Own	SF	H	5.66	36.2	Car	M	DR	DR	P.BB	Own	O4IH	a	TX
	K35	1½-4	870	140	190	12500	3580	B6.50/20	DB6.50/20	Own	6-3⅜x4½	242	5.4	170	27.3	85-3200	L	C	A	4-2½	6¼	MoHa	Own	U 5	Op	Own	SF	H	6.33	44.8	Car	M	DR	DR	P.BB	Own	O4IH	a	TX
	K45	2-4	870	140	190	12500	3675	B7.00/20	DB7.00/20	Own	6-3⅜x4½	242	5.4	170	27.3	85-3200	L	C	A	4-2½	6¼	MoHa	Own	U 5	Op	Own	SF	H	6.33	44.8	Car	M	DR	DR	P.BB	Own	O4IH	a	TX
	F40	2-4	1995	150	190	16000	5173	B6.50/20	DB6.50/20	Own	6-3⅝x5	309	4.7	200	31.5	96-3000	L	G	S	7-2⅝	11¾	Mo	Own	U 4	Op	Own	SF	H	6.37	43.7	Det	M	DR	DR	P.BB	Own	O4IH	a	CD
	K50	2-5	1995	150	190	19000	5344	P32x6	DP32x6	Own	6-3⅝x5	309	4.7	200	31.5	96-3000	L	G	S	7-2⅝	11¾	Mo	Own	U 4	Op	Own	SF	H	6.37	43.7	Det	M	DR	DR	P.BB	Own	O4IH	a	CD
	(5) F-61	3-5½	2575	170	195	20000	5789	P32x6	DP32x6	Own	6-3⅝x5	309	4.7	200	31.5	96-3000	L	G	S	7-2⅝	11¾	Mo	Own	U 4	Op	Own	SF	H	7.12	48.8	Det	M	DR	DR	P.BB	Own	O4IH	a	CD
	(5) K-71	3-6	2575	170	195	22000	5789	P32x6	DP32x6	Own	6-3⅝x5	309	4.7	200	31.5	96-3000	L	G	S	7-2⅝	11¾	Mo	Own	U 4	Op	Own	SF	H	7.12	48.8	Det	M	DR	DR	P.BB	Own	O4IH	a	CD
	G-80	4-8	5250	146	220	25000	7640	B9.75/20	DB9.75/20	Own	8-3½x5	385	5.0	260	39.2	115-3000	L	G	S	9-2¾	13	Mo	Own	U 5	Op	Own	SF	H	7.71	62.7	Str	M	DR	DR	P.BB	Own	Ws4IA	a	CD
Duplex	S	......	3860	166	Op	18000	6250	B8.25/20	DB8.25/20	Bud K325	6-3 11/16x4¾	330	4.5	213	34.8	77-2100	L	G	C	7-3r	11½	No	BL	U 5	No	Ti	WF	H	Opt	Opt	Str	P	AL	AL	P.BL	Cle	L4IHV	a	TD
	SAC	......	4800	172	Op	22000	7135	B9.75/20	DB9.75/20	Bud K428	6-4⅜x4¾	428	4.5	280	45.9	105-2400	L	G	C	7-3r	11½	No	BL	U 5	No	Ti	w/2F	R	Opt	Opt	Str	P	AL	AL	P.BL	Cle	L4IHV	a	TD
	K	......	5650	172	Op	27500	7525	B10.50/20	DB10.50/20	Bud L525	6-4½x5½	525	4.5	336	48.6	111-2200	L	G	C	7-3	11½	Mo	BL	U 5	No	Ti	w/2F	R	Opt	Opt	Str	P	AL	AL	P.BL	Cle	L4IHV	a	TD
Fageol	106BK	1½-2½	1520	161	195	11200	5000	B6.50/20	DB6.50/20	Wau 6BK	6-3¾x4¼	282	5.1	190	33.7	82-2800	L	G	A	7-2⅝	10¼	No	WG	U 4	No	Ti	BF	H	5.66	36.2	Zen	M	DR	DR	P.Lo	Spl	L4IH	G	TX
	135HP	2-3	2295	161	195	13400	5800	B7.50/20	DB7.50/20	Wau 6-90	6-3⅝x4⅛	255	5.3	182	27.3	90-3200	F	G	A	4-2⅝	7 11/16	Wa	BL	U 4	No	Ti	BF	H	6.8	43.6	Zen	M	DR	DR	P.BL	Spl	L4IH	G	TX
	135BK	2-3	2050	161	195	13400	5700	B7.50/20	DB7.50/20	Wau 6BK	6-3¾x4¼	282	5.1	190	33.7	82-2800	L	G	A	7-2⅝	10¼	No	WG	U 4	No	Ti	BF	H	5.83	37.3	Zen	M	DR	DR	P.Lo	Spl	L4IH	G	TX
	250MK	2½-4	2750	178	196	16300	6775	B8.25/20	DB8.25/20	Wau 6MK	6-4⅛x4¾	381	4.4	240	40.8	82-2200	L	G	A	7-2⅝	12½	No	BL	U 4	No	Ti	BF	H	6.2	39.1	Zen	M	DR	DR	P.BL	Spl	L4IHV	G	TX
	250RA	2½-4	2900	178	196	19500	7000	B8.25/20	DB8.25/20	Wau 6MK	6-4⅛x4¾	381	4.4	240	40.8	82-2200	L	G	A	7-2⅝	12½	No	BL	U 4	No	Ti	BF	H	7.4	45.4	Zen	M	DR	DR	P.BL	Spl	L4IHV	G	TX
	250	2½-4	2500	178	196	16300	6500	B8.25/20	DB8.25/20	Wau 6BK	6-3¾x4¼	282	5.1	190	33.7	82-2800	L	G	A	7-2⅝	10¼	No	WG	U 4	No	Ti	BF	H	6.2	39.7	Zen	M	DR	DR	P.Lo	Spl	L4IHV	G	TX
	300HP	3-5	4000	178	196	20700	7900	B9.00/20	DB9.00/20	Wau 6-110	6-4x4¾	358	5.2	254	38.4	110-2800	F	G	A	7-2⅞	12½	Wa	BL	U 4	No	Ti	BF	R	7.8	56.8	Zen	M	DR	DR	P.BL	Spl	L4IHV	G	FD
	300RA	3-5	4275	178	196	25300	8400	B9.00/20	DB9.00/20	Wau 6-110	6-4x4¾	358	5.2	254	38.4	110-2800	F	G	A	7-2⅞	12½	Wa	BL	U 4	No	Ti	WF	R	7.8	56.8	Zen	M	DR	DR	P.BL	Spl	L4IHV	G	FD
	(D) 300D	3-5	6000	178	196	20700	8600	B9.00/20	DB9.00/20	Wau 6D100	6-4⅜x5⅛	462	17.	275	46.0	100-2200	H	G	A	7-3⅜	13¾	Wa	BL	U 4	No	Ti	BF	R	7.8	56.8	No	M	CI	LN	P.BL	Spl	L4IHV	G	FD
	(D) 300RA-D	3-5	6275	178	196	25300	9100	B9.00/20	DB9.00/20	Wau 6D100	6-4⅜x5⅛	462	17.	275	46.0	100-2200	H	G	A	7-3⅜	13¾	Wa	BL	U 4	No	Ti	WF	R	7.8	56.8	No	M	CI	LN	P.BL	Spl	L4IHV	G	FD
	370HP	5-6	5600	182	200	25300	9950	B9.75/20	DB9.75/20	Wau 6-125	6-4⅜x5⅛	462	5.2	324	46.0	125-2600	F	G	A	7-3	13⅞	Wa	BL	U 4	A 3	Ti	WF	R	5.7	120	Zen	M	DR	DR	P.BL	Spl	L4IHV	G	FD
	370SR	5-6	5300	182	200	25300	9750	B9.75/20	DB9.75/20	Wau 6SRK	6-4⅝x5⅛	517	4.5	340	51.3	108-2000	L	G	A	7-3	13⅞	No	BL	U 4	A 3	Ti	WF	R	5.7	120	Zen	M	DR	DR	P.BL	Spl	L4IHV	G	FD
	370RA	5-6	5850	182	200	31000	10200	B9.75/20	DB9.75/20	Wau 6-125	6-4⅜x5⅛	462	5.2	324	46.0	125-2600	F	G	A	7-3	13⅞	Wa	BL	U 4	A 3	Ti	WF	R	5.5	116	Zen	M	DR	DR	P.BL	Spl	L4IHV	G	FD
	(D) 370D	5-6	7600	182	200	25300	11050	B9.75/20	DB9.75/20	Wau 6D125	6-4¾x5½	585	17.	350	54.1	125-2000	H	G	A	7-3⅝	18¾	Wa	BL	U 4	A 3	Ti	WF	R	5.7	120	No	M	CI	LN	P.BL	Spl	L4IHV	G	FD
	(D) 370RA-D	5-6	7850	182	200	31000	11300	B9.75/20	DB9.75/20	Wau 6D125	6-4¾x5½	585	17.	350	54.1	125-2200	H	G	A	7-3⅝	18¾	Wa	BL	U 4	A 3	Ti	WF	R	5.5	116	No	M	CI	LN	P.BL	Spl	L4IHV	G	FD
	470HP	6-7	6100	182	200	33500	10350	B9.75/20	DB9.75/20	Wau 6-125	6-4⅜x5⅛	462	5.2	324	46.0	125-2600	F	G	A	7-3	13⅞	Wa	BL	U 4	A 3	Ti	WF	R	5.5	116	Zen	M	DR	DR	P.BL	Spl	L4IHV	G	FD
	(D) 470D	6-7	8100	182	200	33500	11450	B9.75/20	DB9.75/20	Wau 6D125	6-4¾x5½	585	17.	350	54.1	125-2200	H	G	A	7-3⅝	18¾	Wa	BL	U 4	A 3	Ti	WF	R	5.5	116	No	M	CI	LN	P.BL	Spl	L4IHV	G	FD
	685RB	8-10	7500	174	174	42000	12750	B10.50/24	DB10.50/24	Wau 6RB	6-5x5¾	377	4.4	440	60.0	125-1800	L	G	A	4-3½	11⅝	No	BL	U 4	A 3	Ti	WF	R	6.54	144	Zen	M	DR	DR	P.BL	Spl	Ws4IA	G	FD
Federal	DM	......	975	120	120	8000	3050	B6.00/20	P32x6	Con W10	4-3⅞x4¼	200	4.7	126	24.0	50-2700	L	C	A	3-2⅛	5⅞	Mo	WG	U 4	Op	Cla	SF	H	5.67	36.2	Car	M	DR	DR	P.BB	Spl	L4IH	a	TX
	15	1½	745	137	174	10000	3500	B6.00/20	P32x6	Her JXA	6-3⅜x4¼	228	4.7	149	27.3	61-2500	L	G	C	7-2½	10 11/16	Mo	WG	U 4	Op	Ti	SF	H	5.66	36.2	Zen	M	DR	DR	P.BB	Spl	L4IH	a	TX
	15X	1½	645	137	174	10000	3500	B6.00/20	P32x6	Her JXA	6-3⅜x4¼	228	4.7	149	27.3	61-2500	L	G	C	7-2½	10 11/16	Mo	WG	U 4	Op	Ti	SF	H	5.66	36.2	Zen	M	DR	DR	P.BB	Spl	L4IH	a	TX
	18X	2	845	137	187	11000	3800	P6.50/20	DB6.50/20	Her JXB	6-3⅝x4¼	263	5.4	164	31.5	67-2600	L	G	A	7-2½	10 11/16	Mo	WG	U 4	Op	Ti	SF	H	5.83	37.3	Zen	M	DR	DR	P.BB	Spl	L4IH	a	TX
	20	2	1065	137	187	12000	3900	B6.50/20	DB6.50/20	Her JXB	6-3⅝x4¼	263	5.4	164	31.5	67-2600	L	G	A	7-2½	10 11/16	Mo	WG	U 4	Op	Ti	SF	H	6.80	43.5	Zen	M	DR	DR	P.BB	Spl	L4IH	a	TX
	25	2½	1325	137	201	14000	4500	B7.00/20	DB7.00/20	Her JXC	6-3¾x4¼	282	5.4	176	33.7	72-2600	L	G	A	7-2½	10 11/16	Mo	Cla	U 5	Op	Cla	SF	H	6.43	45.5	Zen	M	DR	DR	P.BB	Spl	L4IH	a	TD
	30	2½-3	2095	175	237	16000	6050	B8.25/20	DB8.25/20	Wau 6MS	6-3¾x4¾	315	5.0	200	33.8	73-2500	L	G	A	7-2⅝	12½	Wa	Cla	U 5	Op	Cla	SF	H	6.43	45.5	Zen	M	DR	DR	P.BB	Spl	L4IHV	a	FD
	40	3½-4	2490	175	237	19000	6550	B9.00/20	DB9.00/20	Wau 6MK	6-4⅛x4¾	381	4.8	240	40.8	85-2400	L	G	A	7-2⅝	12½	Wa	Cla	U 5	Op	Ti	SF	H	6.83	55.5	Zen	M	DR	DR	P.BB	Spl	L4IHV	a	FD
	40DR	3½-4	2615	175	237	19000	6550	B9.00/20	DB9.00/20	Wau 6MK	6-4⅛x4¾	381	4.8	240	40.8	85-2400	L	G	A	7-2⅝	12½	Wa	Cla	U 5	Op	Ti	2F	H	7.0	56.9	Zen	M	DR	DR	P.BB	Spl	L4IHV	a	FD
	T10B	3½-4	2550	165	230	19000	6550	P34x7	DP34x7	Con 18R	6-4x4½	339	4.2	212	38.4	80-2200	H	C	C	7-2¾	13 1/16	Mo	Own	A 4	Op	Ti	SF	R	6.83	44.5	Zen	M	DR	DR	P.BB	PS	L4IHV	a	TI
	T10DR-T10W	3½-4	2685	165	230	19000	6550	P34x7	DP34x7	Con 18R	6-4x4½	339	4.2	212	38.4	80-2200	H	C	C	7-2¾	13 1/16	Mo	Own	A 4	Op	Ti	w/2F	R	6.75	44.0	Zen	M	DR	DR	P.BB	PS	L4IHV	a	TI
	50	4½-5	3075	175	237	22000	7150	B9.00/20	DB9.00/20	Wau 6MZ	6-4¼x4¾	404	6.0	274	42.5	90-2400	L	G	A	7-2⅝	12½	Wa	Cla	U 5	Op	Ti	2F	R	7.37	59.9	Zen	M	DR	DR	P.BL	Spl	L4IHV	a	FD
	C7-C7W	6	4710	195	249	26000	9550	B9.75/20	DB9.75/20	Wau 6SRK	6-4⅝x5⅛	517	4.6	330	51.3	110-2200	L	G	A	7-3	13⅞	Wa	Cla	A 5	Op	Ti	w/2F	R	7.89	51.3	Zen	M	DR	DR	P.BL	Spl	L4IHV	a	TD
	C8-C8W	6	5120	195	249	26000	9650	B9.75/20	DB9.75/20	Wau 6SRK	6-4⅝x5⅛	517	4.6	330	51.3	110-2200	L	G	A	7-3	13⅞	Wa	Cla	A 5	Op	Ti	w/2F	R	7.89	51.3	Zen	M	DR	DR	P.BB	Spl	Ws4IA	a	TD
	X8DR-X8	7½	4335	162	186	30000	9750	S36x6	S40x14	Con B7	4-5x6	471	3.7	288	40.0	61-1350	L	G	C	3-2⅝	10¾	Pe	Cla	A 5	Op	Ti	w/2F	R	11.7	76.0	Zen	V	AB	DR	P.BB	PS	T2IMV	a	RI
	X8RDR-X8R	7½	4735	162	186	30000	10475	P40x8	DP40x8	Wau 6SRK	6-4⅝x5⅛	517	4.6	330	51.3	110-2200	L	G	A	7-3	13⅞	Wa	Cla	A 5	Op	Ti	w/2F	R	11.7	76.0	Zen	M	DR	DR	P.BL	PS	T2IMV	a	RI
Ford	51	1½	500	131	131	......	3220	B6.00/20	P32x6	Own	8-3 1/16x3¾	221	5.3	138	30.0	80-3800	L	G	A	3-2	5⅝	Opt	Own	U 4	No	Own	FS	U	6.6	42.2	Str	P	Ow	Ow	Own	Own	O4IM	a	2I
	51	1½	525	157	157	......	3297	B6.00/20	P32x6	Own	8-3 1/16x3¾	221	5.3	138	30.0	80-3800	L	G	A	3-2	5⅝	Opt	Own	U 4	No	Own	FS	U	6.6	42.2	Str	P	Ow	Ow	Own	Own	O4IM	a	2I
	Commercial	......	360	112	112	......	......	B6.00/16	B6.00/16	Own	8-3 1/16x3¾	221	6.3	...	30.0	80-3800	L	G	A	3-2	5⅝	Opt	Own	U 3	No	Own	S¾	U	4.11	11.6	Str	P	Ow	Ow	Own	Own	O4IM	a	4I

(For abbreviations see page 260)

AMERICAN TRUCKS—Continued

MAKE AND MODEL	GENERAL (See Keynote)						TIRE SIZE		ENGINE																GEARSET			REAR AXLE					FUEL SYST.	ELECTRICAL			BRAKES			
	Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	Front	Rear	Make and Model	No. of Cylinders, Bore and Stroke	Displacement	Comp. Ratio	Torque Lb. Ft.	A.M.A. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Argmt.	Camshaft Drive	Piston Material	MAIN BEARINGS Number and Diameter	MAIN BEARINGS Length	Governor Make	Make	Location, Forward Speeds	Aux. Location and Speeds	Make	Gear and Type	Drive & Torque	GEAR RATIOS In High	GEAR RATIOS In Low	Carburetor Make	Fuel Feed	Ignition System Make	Generator, Starter Make	Clutch Type and Make	Universals Make	SERVICE Make	SERVICE Location	SERVICE Type Operat'n	SERVICE Drum Material	BRAKES Hand Location Type
General Mot...	T-16	1½–2	620	131	157	10000	3165	P30x5	P32x6	Own 213	6–3⅛x4½	213	6.0	152	26.3	84–3500	L	C	B	4–2 11/16	6⅜	Opt	Own	U	4	No	Own	SF	H	5.67	41.0	Zen	M	DR	DR	P.Ow	Spi	L4IH	C	2I
	T-18	2–3	675	140	164	10500	3270	P30x5	P32x6	Own 221	6–3⅛x4⅝	221	5.1	155	24.3	69–2800	H	G	B	4–2⅝	7	Opt	Own	U	4	No	Own	SF	H	5.67	37.3	Zen	M	DR	DR	P.Ow	Spi	L4IH	C	TX
	T-18	2–3	777	140	164	11500	3400	P30x5	P32x6	Own 221	6–3⅛x4⅝	221	5.1	161	24.3	77–3200	H	G	B	4–2⅝	7	Opt	Own	U	4	No	Own	SF	H	5.83	38.3	Zen	M	DR	DR	P.Ow	Spi	L4IH	Ca	TX
	T-23	2½–3½	1115	142	184	13000	4025	B6.50/20	DB6.50/20	Own 221	6–3⅛x4⅝	221	5.1	161	24.3	77–3200	H	G	B	4–2⅝	7	Ha	Own	U	4	No	Own	SF	H	5.63	35.5	Zen	M	DR	DR	dp.Ow	Spi	B4IM	a	TX
	T-33	3–3½	1495	142	184	14000	4470	P32x6	DP32x6	Own 257	6–3⅛x4⅝	257	5.1	190	28.3	80–2500	H	G	B	4–2⅝	7	Ha	Own	U	4	Op	Own	SF	H	5.63	35.5	Zen	M	DR	DR	P.Lo	Spi	L4IHV	a	TX
	T-33	3–4½	1655	142	184	15000	4480	P32x6	DP32x6	Own 257	6–3⅛x4⅝	257	5.1	185	28.3	76–2500	H	G	B	4–2⅝	7	Ha	Own	U	4	No	Own	SF	H	6.57	41.4	Zen	M	DR	DR	dp.Ow	Spi	B4IM	a	TX
	T-43	3½–4½	1745	142	184	16000	4955	P32x6	DP32x6	Own 257	6–3⅛x4⅝	257	5.1	185	28.3	76–2500	H	G	B	4–2⅝	7	Ha	Own	U	4	Op	Own	SF	H	6.50	40.9	Zen	M	DR	DR	P.Lo	Spi	L4IHV	a	TX
	T-43	3½–5	1795	142	184	17000	4730	P32x6	DP32x6	Own 257	6–3⅛x4⅝	257	5.1	190	28.3	80–2500	H	G	B	4–2⅝	7	Ha	Own	U	4	No	Own	SF	R	6.50	40.2	Zen	M	DR	DR	P.Lo	Spi	L4IHV	a	TX
	T-46	4–5½	2285	145	187	19000	5635	P32x6	DP32x6	Own 331	6–3⅝x5	331	4.7	230	33.7	94–2500	H	G	A	4–2½	8⅛	Ha	Own	U	4	No	Own	SF	R	6.43	39.7	Zen	M	DR	DR	P.Lo	Spi	L4IHV	a	TX
	T-46H	5–6½	2625	145	187	22000	6495	P34x7	DP34x7	Own 331	6–3⅝x5	331	4.7	230	33.7	94–2500	H	G	A	4–2½	8⅛	Ha	Own	U	4	No	Own	SF	R	6.57	40.6	Zen	M	DR	DR	dp.Ow	Spi	B4IMV	a	TX
	T-51	4–5½	2925	145	193	20000	6960	P34x7	DP34x7	Own 331	6–3⅝x5	331	4.7	230	33.7	94–2500	H	G	A	4–2½	8⅛	Ha	Own	U	4	Op	Own	WF	R	8.50	52.5	Zen	M	DR	DR	dp.Ow	Spi	B4IMV	a	TX
	T-51W	5–6½	3095	145	193	23000	7810	P34x7	DP34x7	Own 331	6–3⅝x5	331	4.7	230	33.7	94–2500	H	G	A	4–2½	8⅛	Ha	Own	U	4	Op	Own	2F	R	8.50	52.5	Zen	M	DR	DR	dp.Ow	Spi	B4IMV	a	TX
	T-51H	5–6½	3295	145	193	23000	7745	P34x7	DP34x7	Own 331	6–3⅝x5	331	4.7	230	33.7	94–2500	H	G	A	4–2½	8⅛	Ha	Own	U	5	Op	Own	2F	R	8.64	57.3	Zen	M	DR	DR	P.Ow	Spi	B4IMV	a	TX
	T-61	5–6½	4395	145	193	23000	8390	B9.00/20	DB9.00/20	Own 400	6–4⅛x5	400	4.7	296	40.9	110–2300	H	G	A	4–2.7	8⅛	Ha	Own	U	5	Op	Own	2F	R	8.50	56.4	Zen	M	DR	DR	P.Ow	Spi	Ws4IA	a	TX
	T-83	6–8	5185	145	193	26000	8740	B9.00/20	DB9.00/20	Own 400	6–4⅛x5	400	4.7	296	40.9	110–2300	H	G	A	4–2.7	8⅛	Ha	Own	U	5	Op	Own	2F	R	8.50	56.4	Str	M	DR	DR	P.Ow	Spi	Ws4IA	a	TX
	T-84	7–10	5760	145	193	30000	8995	B9.75/20	DB9.75/20	Own 450	6–4⅝x5	450	4.7	340	46.7	120–2300	H	G	A	4–2.7	8⅛	Ha	Own	U	4	No	Own	2F	R	10.2	64.8	Zen	M	DR	DR	dp.Ow	Spi	B4IMV	a	TX
	T-848X	7½	6200	190	190	25000	9750	B10.50/20	DB10.50/20	Own 400	6–4⅛x5	400	4.7	296	40.9	110–2300	H	G	B	4–2⅜	7⅛	Ha	Own	U	5	No	Own	SF	H	5.63	34.6	Str	M	DR	DR	dp.Ow	Spi	B4IMV	a	TX
	(c.o.e.) T-73	3–3½	2995	94	142	15000	6925	P34x7	DP34x7	Own 257	6–3⅛x4⅝	257	5.1	185	28.3	76–2500	H	G	B	4–2⅝	7	Ha	Own	U	5	No	Own	SF	H	6.57	40.4	Str	M	DR	DR	dp.Ow	Spi	B4IMV	a	TX
	(c.o.e.) T-73H	3½–4½	3150	94	142	18000	7085	P34x7	DP34x7	Own 257	6–3⅛x4⅝	257	5.1	185	28.3	76–2500	H	G	B	4–2⅝	7	Ha	Own	U	5	No	Own	SF	H	6.57	43.5	Str	M	DR	DR	dp.Ow	Spi	B4IMV	a	TX
	(c.o.e.) T-74	3½–4½	3695	94	142	18000	7660	P34x7	DP34x7	Own 331	6–3¾x5	331	4.7	230	33.7	94–2500	H	G	A	4–2½	8⅛	Ha	Own	U	5	No	Own	2F	H	8.50	56.3	Str	M	DR	DR	dp.Ow	Spi	B4IMV	a	TX
	(c.o.e.) T-74H	4–5½	4150	94	142	21000	8520	P34x7	DP34x7	Own 331	6–3¾x5	331	4.7	230	33.7	94–2500	H	G	A	4–2½	8⅛	Ha	Own	U	5	No	Own	2F	R	8.64	57.3	Str	M	DR	DR	P.Ow	Spi	B4IMV	a	TX
	(c.o.e.) T-75	5–6½	5490	106	160	24000	9815	B9.75/20	DB9.75/20	Own 400	6–4⅛x5	400	4.7	296	40.9	110–2300	H	G	A	4–2.7	8⅛	Ha	Own	U	5	No	Own	2F	R	8.64	57.3	Str	M	DR	DR	P.Ow	Spi	B4IMV	a	TX
	(T) (c.o.e.) T-75T	10–13	5340	94	94	24000	9310	B9.75/20	DB9.75/20	Own 400	6–4⅛x5	400	4.7	296	40.9	110–2300	H	G	A	4–2.7	8⅛	Ha	Own	U	5	No	Own	2F	R	8.50	56.4	Str	M	DR	DR	P.Ow	Spi	Ws4IA	a	TX
	(c.o.e.) T-75H	5–7½	5790	106	160	27000	10385	B9.75/20	DB9.75/20	Own 400	6–4⅛x5	400	4.7	296	40.9	110–2300	H	G	A	4–2.7	8⅛	Ha	Own	U	5	No	Own	2F	R	8.50	56.4	Str	M	DR	DR	P.Ow	Spi	Ws4IA	a	TX
	(c.o.e.) T-78	7–9	6160	106	160	30000	10805	B10.50/22	DB10.50/22	Own 450	6–4⅝x5	450	4.7	340	46.7	120–2300	H	G	A	4–2.7	8⅛	Ha	Own	U	5	No	Own	2F	R	8.50	56.4	Str	M	DR	DR	P.Ow	Spi	Ws4IA	a	TX
	(T) (c.o.e.) T-78T	13–17	5950	94	94	30000	10215	B10.50/22	DB10.50/22	Own 450	6–4⅝x5	450	4.7	340	46.7	120–2300	H	G	A	4–2.7	8⅛	Ha	Own	U	5	No	Own	2F	R	8.50	56.4	Str	M	DR	DR	P.Ow	Spi	Ws4IA	a	TX
Gramm	AX4	1–1½	795	131	180	10000	3350	B6.00/20	B6.50/20	Con W10	4–3⅞x4¼	200	4.7	121	24.0	50–2800	L	C	A	3–2⅛	5⅞	No	WG	U	4	No	Ti	BF	H	5.66	36.3	Til	M	AL	AL	P.BB	Spi	L4IH	p	TD
	AX6	1–1½	895	131	180	10000	3550	B6.00/20	B6.50/20	Con 25A	6–3⅝x4	214	5.3	142	27.4	71–3200	L	C	A	4–2⅜	6⅜	No	WG	U	4	No	Ti	BF	H	6.2	39.6	Til	M	AL	AL	P.BB	Spi	L4IH	p	TD
	BX4	1½–2	895	131	210	11200	3525	B6.00/20	DB6.00/20	Con W10	4–3⅞x4¼	200	4.7	121	24.0	50–2800	L	C	A	3–2⅛	5⅞	No	WG	U	4	No	Ti	BF	H	6.2	39.6	Til	M	AL	AL	P.BB	Spi	L4IH	p	TD
	BX6	1½–2	995	131	210	11200	3725	B6.00/20	DB6.00/20	Con 25A	6–3⅝x4	214	5.3	142	27.3	71–3200	L	C	A	4–2⅜	6⅜	No	BL	U	4	No	Ti	BF	H	5.6	37	Til	M	AL	AL	P.BL	Blo	L4IH	p	FD
	BXF	1½–2	1495	131	210	11200	4000	B6.00/20	DB6.00/20	Lyc ASD	6–3¼x4½	299	4.9	198	33.7	85–2800	L	G	C	4–2⅝	8⅛	Mo	WG	U	4	No	Ti	BF	H	5.83	37.1	Zen	V	AL	AL	P.BB	Blo	L4IH	p	FD
	B	1½	1295	140	196	12000	4150	B6.50/20	DB6.50/20	Lyc 4SL	6–3¼x4½	224	4.7	146	25.3	61–2900	L	G	C	4–2⅝	9⅛	No	BL	U	4	No	Ti	BF	H	5.8	37.1	Til	M	AL	AL	P.BL	Blo	L4IH	p	FD
	BF	2–3	1695	140	210	12000	4300	B6.50/20	DB6.50/20	Lyc ASD	6–3¼x4½	299	4.9	198	33.7	85–2800	L	G	C	4–2⅝	8⅛	Mo	WG	U	4	No	Ti	BF	H	5.8	37.0	Til	M	AL	AL	P.BB	Spi	L4IH	p	TD
	CX4	2–3	1095	131	210	13400	3950	B6.50/20	DB6.50/20	Con W20	4–4⅛x4¼	227	4.7	142	27.2	55–2400	L	C	C	3–2¼	5⅞	Mo	WG	U	4	No	Ti	BF	H	5.8	37.0	Til	M	AL	AL	P.BB	Spi	L4IH	p	TD
	CX6	2–3	1295	131	210	13400	4150	B6.50/20	DB6.50/20	Con 20C	6–3⅝x4½	248	5.0	160	27.3	70–3000	L	C	C	7–2⅜	10	Mo	WG	U	4	No	Ti	BF	H	5.8	37.1	Til	M	AL	AL	P.BL	Blo	L4IH	p	FD
	C	2–3	1795	160	224	14000	4820	B7.00/20	DB7.00/20	Lyc AS	6–3¾x4½	278	4.7	182	31.5	85–3300	L	G	C	4–2⅝	9½	Mo	BL	U	4	No	Ti	BF	H	5.8	37.0	Zen	M	AL	AL	P.BL	Blo	L4IH	P	FD
	CXH	2–3	1345	131	210	13400	4300	B6.50/20	DB6.50/20	Her JXC	6–3¾x4½	282	5.4	176	33.7	73–2800	L	G	C	7–2½	10½	Mo	BL	U	4	No	Ti	BF	H	5.8	37.1	Til	M	AL	AL	P.BL	Blo	L4IH	p	FD
	CF	2–3½	1895	160	224	14000	4900	B7.50/20	DB7.50/20	Con 20R	6–4⅛x4¾	380	4.7	238	40.8	88–2400	H	C	C	7–2¾	13⅄	No	BL	U	4	No	Ti	BF	H	5.8	41.6	Zen	M	AL	AL	P.BL	Blo	L4IH	p	FD
	CXF	2–3½	2395	160	224	14000	5100	B7.50/20	DB7.50/20	Con 20R	6–4⅛x4¾	380	4.7	238	40.8	88–2400	H	C	C	7–2¾	13⅄	Mo	Cla	U	5	No	Ti	BF	H	6.1	43.1	Zen	M	AL	AL	P.BB	Spi	L4IH	a	TD
	DX	2½–4	1795	131	210	16300	4650	B6.50/20	DB6.50/20	Wau 6BK	6–3¾x4¼	282	...	190	33.7	85–3200	L	G	C	4–2⅝	9½	Mo	BL	U	4	No	Ti	BF	H	6.1	39.0	Til	M	AL	AL	P.BL	Blo	L4IHV	a	FD
	D	2½–4	1995	160	224	17000	5100	B7.50/20	DB7.50/20	Lyc ASD	6–3¾x4½	299	4.9	198	33.7	85–2800	L	G	C	4–2⅝	9½	Mo	BL	U	4	No	Ti	BF	H	6.1	43.5	Zen	M	AL	AL	P.BL	Blo	L4IHV	a	FD
	DF	2½–4	2695	160	260	17000	5300	B7.50/20	DB7.50/20	Con 21R	6–4½x4¾	428	4.6	268	45.9	100–2200	H	C	C	7–2¾	13⅄	No	BL	U	4	No	Ti	BF	H	6.1	43.5	Zen	M	AL	AL	P.BL	Blo	L4IHV	a	FD
	EX	3–4	2295	160	224	16300	5200	B8.25/20	DB8.25/20	Con E601	6–3½x4½	318	4.5	203	36.	80–2700	L	G	C	7–2¾	12⅜	No	BL	U	4	No	Ti	BF	H	5.5	35.6	Til	M	AL	AL	D.Jo	Blo	L4IHV	a	FD
	E	3–4½	2595	160	224	20700	5950	B8.25/20	DB8.25/20	Lyc TS	6–3½x5	353	4.8	245	36.2	98–2700	L	G	C	4–2¾	10	No	BL	U	4	No	Ti	BF	H	5.5	35.6	No	M	CI	LN	D.BL	Blo	L4IHV	a	FD
	ED	3–4½	3995	160	224	20700	6100	B8.25/20	DB8.25/20	Cum Die	4–4⅞x6	448	17.	280	38.0	83–1800	H	G	N	5–3¼	12	En	BL	U	4	No	Ti	BF	H	4.5	29.1	Zen	M	AL	AL	D.Jo	Blo	L4IHV	a	FD
	EY190	3	3595	190	190	16000	6750	B7.50/20	DB7.50/20	Con 20R	6–4½x4¾	380	4.7	238	40.8	88–2400	H	C	C	7–2¾	13⅄	Mo	Co	U	4	No	Wis	2F	H	4.3	27.9	Zen	M	AL	AL	D.Jo	Blo	L4IHV	a	FD
	GY	4	4345	190	210	18000	7700	B8.25/20	DB8.25/20	Con 21R	6–4½x4¾	428	4.6	268	45.9	100–2200	H	C	C	7–2¾	13⅄	Mo	BL	U	4	No	Wis	2F	H	6.8	49.0	Zen	M	AL	AL	D.BL	Blo	L4IHV	a	FD
	G	4–6	3695	150	225	24000	7950	B9.00/20	DB9.00/20	Con 21R	6–4½x4¾	428	4.6	268	45.9	100–2200	H	C	C	7–2¾	13⅄	No	BL	U	4	No	Wis	2F	H	4.29	15.8	Til	M	AL	AL	D.BL	Blo	L4IHV	a	FD
	GF	4–6	5500	150	225	24000	9050	B9.75/20	B9.75/20	Her HXC	6–5¼x6	779	4.5	505	66.2	143–1600	L	G	H	7–3½	17	No	BL	U	4	No	Wis	2F	H	6.3	41.0	Zen	M	AL	AL	D.BL	Blo	Ws4IA	a	FD
	GW	5–7½	5175	157	240	28000	9500	B9.00/20	DB9.00/20	Con 21R	6–4½x4¾	428	4.1	268	45.9	100–2200	H	G	C	7–2¾	13⅄	No	BL	U	5	No	Wis	2F	H	5.75	21.2	No	M	CI	LN	D.BL	Blo	Ws4IA	a	FD
	GWD	5–7½	6495	157	240	30000	10000	B10.50/20	DB10.50/20	Cum H Die	6–4⅞x6	672	17.	440	57.0	125–1800	H	G	N	7–3¼	16½	En	BL	U	4	No	Wis	2F	H	4.0	25.2	Zen	M	AL	AL	D.Fu	Blo	Ws4IA	a	FD
	HY	5	6595	210	236	22000	10100	B9.00/20	DB9.00/20	Con 16H	6–4¾x5½	611	4.1	382	54.1	127–2300	L	G	A	7–3	13⅜	Pe	Fu	U	4	No	Wis	2F	H	4.0	25.2	Zen	M	AL	AL	D.Fu	Blo	Ws4IA	a	FD
G-P	545	3–4	2400	130	176	18000	5575	B7.50/20	DB7.50/20	Wau 6BK	6–3¾x4¼	282	5.1	180	33.8	85–3200	L	G	C	7–2⅝	10¼	No	Fu	U	5	No	Ti	SF	R	6.10	37.2	Zen	M	My	AL	P.BB	Spi	L4IHV	A	TX
	555	4–5	3600	130	Op	20000	6100	B8.25/20	DB8.25/20	Wau 6-110-3	6–4x4¾	358	5.2	254	38.4	110–2800	F	G	C	7–2⅞	12½	Wa	Fu	U	5	No	Ti	SF	R	7.40	51.8	Zen	M	My	AL	P.BB	Spi	L4IHV	A	TD
	565	5–7	4400	136	Op	25000	8465	B9.00/20	DB9.00/20	Wau 6-110-3	6–4x4¾	358	5.2	254	38.4	110–2800	F	G	C	7–2⅞	12½	Wa	Fu	U	5	No	Eat	2F	R	8.50	59.5	Zen	M	My	AL	P.BB	Spi	L4IHV	...	TD
	575	7–10	5400	136	Op	30000	9450	B9.75/20	DB9.75/20	Wau 6-125-4	6–4⅜x5½	462	5.1	324	45.5	125–2600	F	G	C	7–3	12½	Wa	Fu	U	5	No	Wis	2F	R	9.10	73.4	Zen	M	My	AL	P.BB	Spi	L4IHV	...	TD
Hahn	HB4	2	1435	136	177	13000	4500	B7.00/20	DB7.00/20	Wau 6BK	6–3¾x4¼	282	5.1	190	33.7	82–2800	L	G	A	7–2⅝	10¼	No	WG	U	4	No	Ti	SF	H	6.6	42.2	Zen	M	DR	DR	P.BB	Spi	L4IH	G	TX
	HB5	2½	1690	137	178	18000	5400	B8.25/20	DB8.25/20	Wau 6BK	6–3¾x4¼	282	5.1	190	33.7	82–2800	L	G	A	7–2⅝	10¼	No	WG	U	4	No	Ti	SF	H	5.8	37.2	Zen	M	DR	DR	P.BB	Spi	L4IH	G	FD
	HB6	3	1900	142	184	20000	6050	B9.00/20	DB9.00/20	Wau 6BK	6–3¾x4¼	282	5.1	190	33.7	82–2800	L	G	A	7–2⅝	10¼	No	WG	U	4	No	Ti	SF	H	5.14	32.9	Zen	M	DR	DR	P.BB	Spi	L4IH	G	TD
	300	3½–6	2940	150	212	22000	6700	B9.75/20	DB9.75/20	Wau 6MZ	6–4¼x4¾	404	4.6	255	43.3	90–2500	L	G	A	7–2⅝	10¼	No	Fu	U	4	Op	Ti	SF	H	6.8	48.4	Zen	M	DR	DR	D.Fu	Spi	L4IHV	G	TD
	HD2	4–6	3580	156	218	25000	7600	B9.75/20	DB9.75/20	Wau 6MZ	6–4¼x4¾	404	4.6	255	43.3	90–2500	L	G	A	7–2⅝	10¼	No	Fu	U	5	Op	Wis	2F	H	7.2	51.3	Zen	M	DR	DR	D.Fu	Spi	L4IHV	G	TD
	440	4–6	4850	162	242	26000	8500	B9.75/20	DB9.75/20	Wau 6SRK	6–4⅝x5½	517	4.6	335	51.3	110–2000	L	G	A	7–3	13⅜	Wa	Fu	U	5	Op	Wis	2F	R	7.2	51.3	Zen	M	DR	DR	D.Fu	Spi	L4IHV	G	TD
	HE2	5–7	5400	156	Op	26000	9100	B10.50/20	DB10.50/20	Wau 6SRK	6–4⅝x5½	517	4.6	335	51.3	110–2000	L	G	A	7–3	13⅜	Wa	Fu	U	5	Op	Wis	2F	R	8.05	58.2	Zen	M	DR	DR	D.Fu	Spi	L4IHV	G	TD
	70	7–10	6960	175	Op	26000	10700	B10.50/24	DB10.50/24	Wau 6SRK	6–4⅝x5½	677	4.4	440	60.0	125–1900	L	G	A	4–3½	11⅜	Wa	Fu	U	4	Op	Wis	2F	R	6.9	111.	Zen	M	DR	DR	D.Fu	Spi	Ws4IA	G	TD
Hendrickson	158	2½	2600	Op	Op	15000	6000	B8.25/20	DB8.25/20	Wau 6-90	6–3¾x4¾	255	4.6	182	27.3	90–3200	F	G	C	4–2⅝	6⅜	Wa	Fu	U	5	No	Ti	SF	H	Opt	Opt	Zen	M	DR	DR	D.Fu	Spi	L4IHV	p	TD
	158A	2½	1760	99	210	15000	4800	B8.25/20	DB8.25/20	Wau 6BK	6–3¾x4¼	282	5.1	180	33.8	85–3200	L	G	C	7–2⅝	10¼	No	Cla	U	5	No	Cla	BF	H	Opt	Opt	Str	M	DR	DR	P.BB	MM	L4IH	p	2T
	198	3	3100	Op	Op	19000	6500	B9.00/20	DB9.00/20	Wau 6-110	6–4x4¾	358	4.6	254	38.4	110–2800	F	G	C	7–2⅝	12½	Wa	Fu	U	5	No	Ti	SF	H	Opt	Opt	Zen	M	DR	DR	D.Fu	Spi	L4IHV	a	TD
	248	4	3600	Op	Op	24000	8200	B9.75/20	DB9.75/20	Wau 6-110	6–4x4¾	358	4.6	254	38.4	110–2800	F	G	C	7–2⅝	12½	Wa	Fu	U	5	No	Ti	w/2	R	Opt	Opt	Zen	M	DR	DR	D.Fu	Spi	L4IHV	a	TD
	328	5	4200	Op	Op	32000	10600	B9.75/20	DB9.75/20	Wau 125	6–4⅜x5½	462	4.6	324	45.9	125–2600	F	G	C	7–3	13⅜	Wa	Fu	U	5	No	Ti	w/2	R	Opt	Opt	Zen	M	DR	DR	D.Fu	Spi	L4IHV	a	TD
Hug	15A	1¾–2½	785	136	156	10500	3750	B5.50/20	B6.50/20	Wau 6BL	6–3½x4¼	245	5.4	162	29.4	72–3000	L	G	C	7–2⅝	10¼	No	Cla	U	4	No	Cla	SF	H	6.37	41.8	Zen	M	DR	DR	P.BB	Spi	L4IH	G	T
	15D	1¾–2½	825	118	124	11500	3750	B5.50/20	B6.50/20	Wau 6BL	6–3½x4¼	245	5.4	162	29.4	72–3000	L	G	C	7–2⅝	10¼	No	Cla	U	4	No	Cla	SF	H	6.37	41.8	Zen	M	DR	DR	P.BB	Spi	L4IH	G	T
	15T	1¾–2½	825	130	150	20000	3750	B5.50/20	B6.50/20	Wau 6BL	6–3½x4¼	245	5.4	162	29.4	72–3000	L	G	C	7–2⅝	10¼	No	Spi	U	5	No	Cla	SF	H	4.91	39.2	Zen	M	DR	DR	P.BB	Spi	L4IH	G	T
	19A	2½–5	1275	136	156	18000	4578	B7.00/20	DB7.00/20	Wau 6BK	6–3¾x4¼	282	5.4	188	33.8	85–3000	L	G	C	7–2⅝	10¼	No	Spi	U	5	No	Cla	SF	H	5.52	44.0	Zen	M	DR	DR	P.BB	Spi	L4IH	G	T
	19D	2½–3	1365	118	124	14500	4578	B7.50/20	DB7.50/20	Wau 6BK	6–3¾x4¼	282	5.4	188	33.8	85–3000	L	G	C	7–2⅝	10¼	No	Spi	U	5	No	Cla	SF	H	5.52	44.0	Zen	M	DR	DR	P.BB	Spi	L4IH	G	T
	19T	2½–5	1365	130	150	26000	4578	B7.50/20	DB7.50/20	Wau 6BK	6–3¾x4¼	282	5.4	188	33.8	85–3000	L	G	C	7–3	9⅞	Pe	Fu	U	4	No	Cla	SF	H	6.42	40.8	Zen	M	AL	DR	P.BB	Blo	L4IH	p	CD
	23S	2½	2320	146	201	16400	6400	B8.25/20	DB8.25/20	Bud H298	6–3¾x4½	298	5.3	200	33.7	80–2800	L	C	C	7–3	9⅞	No	Spi	U	5	No	Cla	SF	H	5.03	39.0	Zen	M	AL	DR	P.Spi	Blo	L4IH	G	CD
	23A	2½–5	1785	153	188	19000	5120	B7.50/20	DB7.50/20	Bud H298	6–3¾x4½	298	5.3	200	33.7	80–2800	L	C	C	7–3	9⅞	No	Spi	U		No	Cla	SF	H	5.66	43.8	Zen	M	AL	DR	P.Spi	Blo	L4IH	G	CD
	23T	2½–5	1835	130	150	28000	5120	B7.50/20	DB7.50/20	Bud H298	6–3¾x4½	298	5.3	200	33.7	80–2800	L	C	C	7–3	9⅞	No	Spi	U		No	Cla	SF	H	5.66	43.8	Zen	M	AL	DR	P.Spi	Blo	L4IH	G	CD

	418	3	5070	158	158	18165	8500	B9.75/20	B12.75/20	Bud K428	6-4⅜x4¾	428	4.8	280	45.9	107-2600	L	G	B	7-3	11½	Pe	Fu	U 4	A 3	Wis	2F	H	8.95	119	Zen	M	AL	DR	D.Fu	Blo	L4IH	pG	CD
	42A	3-6	2350	160	195	22000	6800	B9.00/20	DB9.00/20	Bud K369	6-4 1/16x4¾	369	4.8	234	39.6	99-2800	L	G	B	7-3	11½	No	Fu	U 5	No	Cla	SF	H	5.63	50.1	Zen	M	AL	DR	D.Fu	Blo	L4IH	G	CD
	42T	3-6	2615	137	160	32000	7000	B9.00/20	DB9.00/20	Bud K369	6-4 1/16x4¾	369	4.8	234	39.6	99-2800	L	G	B	7-3	11½	No	Fu	U 5	No	Wis	2F	H	5.71	50.8	Zen	M	AL	DR	D.Fu	Blo	L4IH	G	CD
	43A	4-8	3250	160	195	26000	7050	B9.75/20	DB9.75/20	Bud K428	6-4⅜x4¾	428	4.8	280	45.9	107-2600	L	G	B	7-3	11½	No	Fu	U 5	No	Wis	2F	H	5.77	51.2	Zen	M	AL	DR	D.Fu	Blo	L4IH	pG	CD
	43T	4-8	3425	137	160	38000	7350	B9.75/20	DB9.75/20	Bud K428	6-4⅜x4¾	428	4.8	280	45.9	107-2600	L	G	B	7-3	11½	No	Fu	U 5	No	Wis	2F	H	5.97	53.0	Zen	M	AL	DR	D.Fu	Blo	L4IH	pG	CD
	70	3	3495	122	122	18000	7370	B9.00/20	DB9.00/20	Bud K369	6-4 1/16x4¾	369	4.8	234	39.6	99-2800	L	G	B	7-3	11½	Pe	Fu	U 5	No	Wis	2F	H	6.59	58.8	Zen	M	DR	DR	D.Fu	Blo	W2IM	G	TD
	87K	3½	4360	128	128	23000	8156	B9.75/20	DB9.75/20	Bud K428	6-4⅜x4¾	428	4.8	280	45.9	107-2600	L	G	B	7-3	11½	Pe	Fu	A 8	No	Wis	2F	H	6.44	75.8	Zen	M	DR	DR	D.Fu	Blo	W2IM	G	TD
	87Q	5	4985	144	144	28200	8300	B10.50/20	DB10.50/20	Bud K428	6-4⅜x4¾	428	4.8	280	45.9	107-2600	L	G	B	7-3	11½	Pe	Fu	U 5	A 2	Wis	2F	H	7.27	134	Zen	M	DR	DR	D.Fu	Blo	W2IM	G	TD
	43L	5	4325	146	201	28105	8905	B9.75/20	DB9.75/20	Bud L525	6-4½x5½	525	4.8	336	48.6	111-2200	L	G	B	7-3	11½	Pe	Fu	U 5	No	Wis	2F	H	5.07	45.0	Zen	M	AL	DR	D.Fu	Blo	4IA	pG	CD
	97L	7½	5925	144	144	35620	10810	B10.50/20	DB10.50/20	Bud L525	6-4½x5½	525	4.8	336	48.6	111-2200	L	G	B	7-3	11½	Pe	Fu	U 5	A 2	Wis	2F	H	8.84	163	Zen	M	DR	DR	D.Fu	Blo	W2IM	G	TD
Indiana	85	1½	1025	141	186	10000	3950	B6.50/20	DB6.50/20	Her JXB	6-3⅜x4¼	228	4.7	142	27.3	59-2800	L	G	C	7-2½	10 11/16	Op	BL	U 4	No	Ti	SF	H	5.66	35.1	Str	M	AL	AL	P.BL	Spi	L4IH	G	TX
	95	2	1195	141	186	12000	4400	P32x6	DP32x6	Her JXC	6-3¾x4¼	282	5.3	176	33.7	73-2800	L	G	A	7-2½	10 11/16	Op	BL	U 4	No	Ti	SF	H	5.85	36.2	Str	M	AL	AL	P.BL	Spi	L4IH	G	TX
	95DR	2½	1525	141	186	15000	4650	B7.50/20	DB7.50/20	Her JXC	6-3¾x4¼	282	5.3	176	33.7	73-2800	L	G	A	7-2½	10 11/16	Op	BL	U 4	Op	Wis	2F	H	6.66	41.2	Str	M	AL	AL	P.BL	Spi	L4IH	G	TX
	17A	3	2300	156	212	17000	6300	B8.25/20	DB8.25/20	Her WXC	6-4x4½	339	4.7	210	38.4	76-2400	L	G	A	7-2⅝	13¼	Opt	BL	U 4	A 3	Ti	SF	H	6.83	43.0	Str	M	AL	AL	P.BL	Spi	L4IH	G	TX
	17ADR	3	2475	156	212	18000	6350	B8.25/20	DB8.25/20	Her WXC	6-4x4½	339	4.7	210	38.4	76-2400	L	G	A	7-2⅝	13¼	Opt	BL	U 4	Op	Wis	2F	R	7.06	44.5	Str	M	AL	AL	P.BL	Spi	L4IHV	G	CD
	17	3	2450	170	224	18000	6600	B8.25/20	DB8.25/20	Her YXC	6-4⅜x4¾	428	4.4	283	45.9	94-2200	L	G	A	7-3	14	Ha	BL	U 4	Op	Ti	SF	R	6.14	38.7	Str	M	AL	AL	P.BL	Spi	L4IHV	G	CD
	17DR	3	2675	170	224	19000	6700	B8.25/20	DB8.25/20	Her YXC	6-4⅜x4¾	428	4.4	283	45.9	94-2200	L	G	A	7-3	14	Ha	BL	U 4	Op	Wis	2F	R	6.28	38.6	Str	M	AL	AL	P.BL	Spi	L4IHV	G	CD
	19DR	3½	3400	170	224	22000	7600	B9.00/20	DB9.00/20	Her YXV	6-4⅜x4¾	428	4.4	283	45.9	94-2200	L	G	A	7-3	14	Ha	BL	U 4	Op	Wis	2F	R	7.2	52.3	Str	M	AL	AL	P.BL	Spi	L4IHV	G	CD
	43DR	4	4300	170	224	25000	8000	B9.75/20	DB9.75/20	Her RXB	6-4½x5¼	501	4.9	330	48.6	110-2200	L	G	A	7-3	12½	Ha	BL	U 4	Op	Wis	2F	R	6.96	50.7	Str	M	AL	AL	P.BL	Spi	L4IHV	G	CD
	45DR	5	4800	170	224	25000	8700	B9.75/20	DB9.75/20	Her RXC	6-4⅝x5¼	529	4.9	350	51.3	115-2200	L	G	A	7-3	12½	Ha	BL	U 4	Op	Wis	2F	R	7.14	45.4	Str	M	AL	AL	P.BL	Spi	L4IHV	G	CD
	47DR	5-7	7500	188	234	28000	10500	B10.50/20	DB10.50/20	Cum 6H Die	6-4⅞x6	762	17.	420	57.0	125-1800	H	G	N	7-3½	17½	FN	BL	A 5	No	Wis	2F	R	7.16	45.0	No	M	CI	LN	dp.BL	Spi	Ws4IA	G	CD
International	C1	½	390	113	125	4400	2220	B5.25/18	B5.25/18	Own HD	6-3 5/16x4⅛	213	5.0	148	26.3	79-3500	L	C	C	4-2⅝	6 11/16	NS	Own	U 3	No	Own	SF	H	4.18	12.8	Til	M	DR	DR	P.Ow	MM	B4IM	C	4I
	M2	1	850	118	118	7100	3215	B6.50/20	B6.50/20	Wau XAH	4-3⅝x4½	186	4.6	125	21.	42-2500	L	G	C	3-2	6⅞	NS	Own	U 4	No	Own	SF	H	6.17	39.5	Zen	M	DR	DR	dp.Lo	MM	B4IM	C	TE
	(8)A2	1½	575	136	160	8000	2930	B6.00/20	B6.00/20	Wau XAH	4-3⅝x4½	186	4.6	125	21.	42-2500	L	G	C	3-2	6⅞	NS	Own	U 4	No	Own	SF	H	5.29	33.8	Zen	M	DR	DR	P.Ow	MM	B4IM	C	2I
	B3	1½	695	136	175	10100	3530	P30x5	P32x6	Own FAB-2	6-3 5/16x4	207	5.5	144	26.3	73-3400	H	G	C	4-2⅝	5 11/16	NS	Own	U 4	No	Own	SF	H	6.17	39.5	Til	M	DR	DR	P.Ow	MM	B4IM	C	2I
	C20	1½	575	133	157	8300	3089	B6.00/20	B6.00/20	Wau XAH	4-3⅝x4½	186	4.6	125	21.	42-2500	L	G	C	3-2	6⅞	NS	Own	U 4	No	Own	SF	H	6.17	39.5	Zen	M	DR	DR	P.Ow	MM	B4IM	C	2I
	C30	1½	650	133	157	10125	3210	P30x5	P32x6	Own HD	6-3 5/16x4⅛	213	5.0	148	26.3	79-3500	L	C	C	4-2⅝	6 11/16	NS	Own	U 4	No	Own	SF	H	6.17	39.5	Til	M	DR	DR	P.Ow	MM	B4IM	C	2I
	C35	1½-2	795	136	160	10400	3629	P30x5	P32x6	Own FAB3	6-3 7/16x4	223	5.4	160	28.3	78-3400	H	G	C	4-2⅜	5 11/16	NS	Own	U 4	No	Own	SF	H	6.17	39.5	Til	M	DR	DR	P.Ow	MM	B4IM	C	2I
	B4	2	1045	145	185	13000	4230	B6.50/20	DB6.50/20	Own FAB-3	6-3 7/16x4	223	5.4	160	28.3	78-3400	H	G	C	4-2⅜	5 11/16	NS	Own	U 4	No	Own	SF	H	6.50	41.6	Til	M	DR	DR	P.Ow	MM	B4IM	C	TX
	A4	2	1625	145	185	16500	5706	P32x6	DP32x6	Own FBB	6-3⅝x4½	279	4.7	191	31.6	83-2900	H	G	C	7-2½	12 11/16	Ha	Own	U 5	Op	Own	SF	H	6.50	47.8	Zen	M	DR	DR	P.Ow	MM	B4IM	C	TX
	C40	2-3	1145	145	185	13000	4386	B6.50/20	DB6.50/20	Own FAB3	6-3 7/16x4	223	5.4	160	28.3	78-3400	H	G	C	4-2⅜	5 11/16	NS	Own	U 5	Op	Own	SF	H	6.5	41.6	Til	M	DR	DR	P.Ow	MM	B4IM	C	TX
	A5	3	2100	140	210	19100	6238	P34x7	DP34x7	Own FBB	6-3⅝x4½	279	4.7	191	31.6	83-2900	H	G	C	7-2½	12 11/16	Ha	Own	U 5	Op	Own	SF	H	7.16	52.6	Zen	M	DR	DR	P.Ow	MM	B4IM	C	TX
	A6	3	2450	140	210	21600	6526	P34x7	DP34x7	Own FBB	6-3⅝x4½	279	4.7	191	31.6	83-2900	H	G	C	7-2½	12 11/16	Ha	Own	U 5	Op	Own	2F	H	8.50	62.5	Zen	M	DR	DR	P.Ow	MM	B4IM	C	TX
	C50	3-4	1795	145	185	16100	5550	P32x6	DP32x6	Own FBB	6-3⅝x4½	279	4.7	191	31.6	83-2900	H	G	C	7-2½	12 11/16	Ha	Own	U 5	Op	Own	SF	H	6.5	41.3	Zen	M	DR	DR	P.Ow	MM	B4IM	C	TX
	W2	3½	3300	130	200	24000	8250	P36x8	DP36x8	HS 151	4-4¼x5½	312	4.0	201	32.4	63-2200	H	G	A	3-2¾	8 11/16	HS	Own	U 5	Op	Own	2F	H	8.40	74.2	Zen	V	DR	DR	P.Ow	Own	B04IM	C	2I
	C55	3½-4½	2450	140	210	21500	6606	P34x7	DP34x7	Own FBB3	6-3¾x4½	298	5.7	214	33.7	90-2800	H	G	A	7-2½	12 11/16	Ha	Own	U 5	Op	Own	SF	H	7.2	52.9	Zen	M	DR	DR	P.Ow	MM	B4IM	C	TX
	C60	4-5	2575	140	210	21500	6685	P34x7	DP34x7	Own FBB3	6-3¾x4½	298	5.7	214	33.7	90-2800	H	G	A	7-2½	12 11/16	Ha	Own	U 5	Op	Own	2F	H	8.5	62.5	Zen	M	DR	DR	P.Ow	MM	B4IM	C	TX
	A7	5-7½	6200	160	225	37000	11590	B9.75/20	DB9.75/20	Own FDB	6-4½x5½	525	4.5	358	48.6	123-2200	H	G	C	7-3¼	17 11/16	Ha	Own	U 5	Op	Own	2F	H	6.38	57.3	Zen	M	DR	DR	P.Ow	MM	B04IM V	C	TD
	A8	7½	6300	160	225	37000	11590	B9.75/20	DB9.75/20	Own FEB	6-5x5½	648	4.4	460	60.	140-2100	H	G	C	7-3¼	17 11/16	Ha	Own	U 5	Op	Own	2F	H	6.38	57.3	Zen	M	DR	DR	P.Ow	MM	B04IM V	C	TD
Kenworth	87	1½-2	1245	146	170	11200	3900	B6.50/20	DB6.50/20	Her JXB	6-3⅝x4¼	263	4.7	163	31.5	68-2700	L	G	A	7-2½	10 11/16	No	BL	U 4	...	Ti	SF	H	5.14	33.1	Zen	M	DR	DR	P.BL	Spi	L4IH	a	TX
	88	2	1480	146	200	13400	4400	P32x6	DP32x6	Her JXC	6-3¾x4¼	282	4.7	176	33.7	73-2700	L	G	A	7-2½	10 11/16	No	BL	U 4	Op	Ti	SF	H	5.83	37.4	Zen	M	DR	DR	P.BL	Spi	L4IH	a	TX
	101B	2-2½	2050	146	200	13400	4700	B7.50/20	DB7.50/20	Bud H298	6-3¾x4½	298	4.7	200	33.7	80-2800	L	G	C	7-3	9⅞	No	BL	U 4	Op	Ti	SF	H	5.83	37.4	Zen	M	DR	DR	P.BL	Spi	L4IH	a	FD
	89	2½	1670	146	200	15000	4600	B7.50/20	DB7.50/20	Her JXC	6-3¾x4¼	282	4.7	176	33.7	73-2700	L	G	A	7-2½	10 11/16	No	BL	U 4	Op	Ti	SF	H	6.16	39.5	Zen	M	DR	DR	P.BL	Spi	L4IH	a	TX
	127	2½-3	2600	154	202	16300	5490	B8.25/20	DB8.25/20	Her WXC	6-4x4½	339	4.4	212	38.4	76-2400	L	C	A	7-2⅝	13¼	No	BL	U 4	Op	Ti	SF	H	6.16	40.7	Zen	M	DR	DR	P.BL	Spi	L4IH	a	FD
	90	3	1820	146	200	18200	5500	B7.50/20	DB7.50/20	Her JXC	6-3¾x4¼	282	4.7	176	33.7	73-2700	L	G	A	7-2½	10 11/16	No	BL	U 4	Op	Ti	SF	H	6.83	43.8	Zen	M	DR	DR	P.BL	Spi	L4IH	a	TX
	146B	3-4	3300	158	206	19500	5960	B9.00/20	DB9.00/20	Bud K393	6-4 3/16x4¾	393	4.9	260	42.1	103-2600	L	G	C	7-3	11½	No	BL	U 4	Op	Ti	SF	H	6.83	43.4	Zen	M	DR	DR	P.BL	Spi	L4IHV	a	FD
	D146B	3-4	5770	158	206	19500	7500	B9.00/20	DB9.00/20	Bud D6-415	6-4x5½	415	14.3	264	38.4	93-2000	H	G	Al	7-3	11½	Bu	BL	U 4	Op	Ti	SF	H	6.83	43.8	No	B	No	LN	P.BL	Spi	L4IH	a	FD
	D-146-C	3-4	6250	158	206	19500	7600	B9.00/20	DB9.00/20	Cum HA-4	4-4⅞x6	448	17.	283	38.0	83-1800	H	G	Al	5-3¼	11½	En	BL	U 4	Op	Ti	SF	H	6.83	43.8	No	C	No	LN	P.BL	Spi	Ws4IA	a	FD
	166B	3½-4	3850	156	204	20700	6890	B9.00/20	DB9.00/20	Bud K393	6-4 3/16x4¾	393	4.9	260	42.1	103-2600	L	G	C	7-3	11½	No	BL	U 4	Op	Ti	SF	H	6.83	43.4	Zen	M	DR	DR	P.BL	Spi	L4IHV	a	FD
	166A	3½-4	4330	156	204	20700	6890	B9.00/20	DB9.00/20	HaS 147	6-4x5	377	4.9	258	38.4	92-2300	H	C	A	4-2⅞	11⅛	No	BL	U 4	Op	Ti	SF	H	6.83	43.4	Zen	M	DR	DR	P.BL	Spi	L4IHV	a	FD
	186	4-5	4675	155	221	25600	7710	B9.75/20	DB9.75/20	Her YXC2	6-4½x4¾	453	4.8	300	48.6	98-2200	L	G	A	7-3	14	Ha	BL	U 4	A 3	Ti	2F	H	7.33	105	Zen	M	DR	DR	P.BL	Spi	Ws2ImV	a	FD
	241	5-7	5450	169	221	27800	9000	B9.75/20	DB9.75/20	Her RXB	6-4½x5¼	501	4.9	330	48.6	110-2200	L	G	A	7-3	12½	Ha	BL	U 4	A 3	Ti	2F	H	7.33	85.5	Zen	M	DR	DR	P.BL	Spi	Ws2ImV	a	FD
	241A	5-7	6500	169	228	27800	9500	B9.75/20	DB9.75/20	HaS160	6-4¼x5½	468	4.4	322	43.3	125-2400	H	C	A	4-2¾	10⅜	No	BL	U 4	A 3	Ti	2F	H	7.33	85.5	Zen	M	DR	DR	P.BL	Spi	Ws2ImV	a	FD
	241B	5-7	6150	174	228	27800	9500	B9.75/20	DB9.75/20	Bud GL-6	6-4½x6	572	4.3	358	48.6	114-1900	L	G	C	4-3	10 1/16	Bu	BL	U 4	A 3	Ti	2F	H	7.33	85.5	Zen	M	DR	DR	P.BL	Spi	Ws2ImV	a	FD
	241C	5-7	7200	174	228	27800	10000	B9.75/20	DB9.75/20	HaS 175	6-5x6	707	4.4	506	60.0	170-2000	H	C	A	7-3¼	11 1/16	HS	BL	U 4	A 3	Ti	2F	H	6.38	86.5	Zen	M	DR	DR	P.BL	Spi	Ws2ImV	a	FD
Kleiber	80	1½-2½	1900	140	160	11200	3950	B7.00/20	DB7.00/20	Her JXB	6-3⅝x4¼	263	5.4	164	31.5	68-2800	L	G	C	7-2½	10 11/16	No	BL	U 4	No	Ti	BF	H	5.14	34.0	Str	M	DR	DR	P.BL	Spi	L4IH	G	TD
	100	2-3½	2100	158	170	13400	4400	B7.50/20	DB7.50/20	Her JXB	6-3⅝x4¼	263	5.4	164	31.5	70-3000	L	G	C	7-2½	10 11/16	No	BL	U 4	No	Ti	BF	H	5.81	38.7	Str	M	DR	DR	P.BL	Spi	L4IH	G	TD
	120	2½-4½	2900	170	180	16300	5150	B8.25/20	DB8.25/20	Con E601	6-3⅞x4½	318	4.6	204	36.0	80-2700	L	G	C	7-2⅝	12 11/16	No	BL	U 4	No	Ti	BF	R	6.17	33.4	Str	M	DR	DR	D.BL	Spi	L4IHV	G	TD
	140	3-5½	3500	180	190	20700	6500	B9.00/20	DB8.25/20	Con 18R	6-4x4½	339	4.2	212	38.4	90-2700	H	C	C	7-2¾	13 1/16	No	BL	U 4	No	Ti	BF	R	6.84	38.7	Str	M	DR	DR	D.BL	Spi	L4IHV	G	TD
	210	4-6	4875	190	200	22000	7600	B9.75/20	DB9.00/20	Con 21R	6-4⅜x4¾	427	4.2	270	45.9	118-2500	H	C	C	7-2¾	13 1/16	No	BL	U 4	No	Eat	2F	R	7.25	42.0	Str	M	DR	DR	D.BL	Spi	L4IHV	G	FD
	KDB-6	4	5750	190	200	22000	8000	B9.00/20	DB9.00/20	Cum H Die	4-4⅞x6	448	17.	280	38.0	83-1800	H	C	N	5-3¼	12	En	BL	U 4	No	Eat	2F	R	5.5	70	No	M	LN	LN	D.BL	Spi	Ws4IA	G	FD
	KD6	6	9200	206	210	26000	9500	B9.75/20	DB9.75/20	Cum 6H Die	6-4⅞x6	672	17.	420	57.0	125-1800	H	G	N	7-3¼	16½	En	BL	U 4	A 4	Eat	2F	R	5.5	91.0	No	M	LN	LN	D.BL	Spi	Ws4IA	G	FD
La France Rep.	C2	2	***	162	190	11500	3960	B6.50/20	DB6.50/20	Lyc SA	6-3¼x4½	224	5.3	148	25.3	61-2500	L	G	C	4-2⅜	8 1/16	No	WG	U 4	No	Ti	SF	H	6.6	42.2	Zen	M	DR	DR	P.Ow	Spi	L4IH	P	TX
	D3	2½-3	***	162	189	13400	4660	B7.00/20	DB7.00/20	Wau 6BK	6-3¾x4¼	282	5.4	185	33.8	81-2800	L	G	C	7-2⅝	10¼	En	Own	U 4	No	Ti	SF	R	6.8	44.2	Zen	M	DR	DR	P.Ow	Spi	L4IHV	a	TX
	E3	3-4	***	162	190	17000	5410	B7.50/20	DB7.50/20	Wau 6BK	6-3¾x4¼	282	5.4	185	33.8	81-2800	L	G	C	7-2⅝	10¼	En	Own	U 4	No	Ti	SF	R	8.16	47.0	Zen	M	DR	DR	P.Ow	Spi	L4IHV	a	TX
	F3	3½-4½	***	174	235	21000	6990	B8.25/20	DB8.25/20	Wau 6MK	6-4⅛x4¾	381	6.5	240	41.0	83-2250	L	G	C	7-2⅝	12⅛	En	Own	U 5	No	Ti	SF	R	7.8	54.6	Zen	M	DR	DR	P.Ow	Spi	L4IHV	a	TX
	H5	4-5	***	176	206	22000	7740	B9.00/20	DB9.00/20	Wau 6MZ	6-4¼x4¾	404	6.0	252	42.5	82-2000	L	G	C	7-2⅝	12½	En	Own	U 5	No	Wis	2F	R	8.4	58.8	Zen	M	DR	DR	P.Ow	Spi	L4IHV	a	TX
	M3	6-7	***	191	235	30000	8690	B9.75/20	DB9.75/20	Wau 6SCL	6-4⅜x5⅛	462	4.5	300	46.0	97-2000	L	G	C	7-3	13⅞	En	Own	U 4	Op	Ti	2F	R	9.2	61.3	Zen	M	DR	DR	P.Ow	Spi	L4IHV	a	TX
Le Moon	206	2	975	140	178	13200	3600	B6.50/20	B6.50/20	Wau 6BL	6-3½x4¼	245	5.1	165	29.4	73-3000	L	G	A	7-2⅝	10¼	No	WG	U 4	No	Ti	SF	H	Opt	Opt	Str	M	DR	DR	P.BB	Spi	L4IH	C	TX
	306	2½-3½	1085	163	190	15000	4200	B6.50/20	DB6.50/20	Wau 6BL	6-3½x4¼	245	5.1	165	29.4	73-3000	L	G	A	7-2⅝	10¼	No	WG	U 4	No	Ti	SF	H	Opt	Opt	Str	M	DR	DR	P.BB	Spi	L4IHV	C	TX
	406	3-4	1900	163	190	17000	5000	B7.50/20	DB7.50/20	Wau 6BK	6-3¾x4¼	282	5.1	190	33.8	85-3200	L	G	A	7-2⅝	10¼	No	BL	U 4	No	Ti	SF	H	7.40	47.4	Str	M	DR	DR	P.BL	Spi	L4IHV	C	TX
	506	4-5	2350	163	190	19500	6000	B8.25/20	DB8.25/20	Wau 6MK	6-4⅛x4¾	381	4.8	240	40.8	85-2400	L	G	C	7-2⅝	12½	No	BL	U 4	No	Ti	SF	H	6.14	38.7	Str	M	DR	DR	P.BL	Spi	L4IHV	C	TD
	508	4-5	2500	163	190	19500	6000	B8.25/20	DB8.25/20	Wau 6-110	6-4x4¾	358	5.1	254	38.4	110-2800	F	G	A	7-2 11/16	12½	Wa	BL	U 4	No	Ti	SF	H	6.14	38.7	Str	M	DR	DR	P.BL	Spi	L4IHV	C	TD
	610	5-6	3250	163	190	24000	7000	B9.00/20	DB9.00/20	Wau 6-125	6-4⅜x5⅛	462	5.1	324	45.9	125-2600	F	G	A	7-3	13⅞	Wa	BL	U 5	No	Ti	WF	H	Opt	Opt	Str	M	DR	DR	P.BL	Spi	L4IHV	C	TD
	(c.o.e.) 1100	Tractor	6500	94	145	......	9300	B9.75/20	DB9.75/20	Wau 6RB	6-5x5¾	677	4.6	460	60.	127-2000	L	G	A	4-3½	11¾	Wa	BL	U 4	No	Ti	WF	H	Opt	Opt	Str	M	My	LN	dp.BL	Spi	Ws4IA	C	TD
Mack	BL	1-2	2500	138	192	......	4300	B6.00/20	DB6.00/20	Own BL	6-3¼x5	248	5.6	153	25.4	72-3000	L	G	C	7-2⅝	10 11/16	Ha	Own	U 4	No	Ti	SF	H	5.20	27.6	Str	M	RB	NE	P.Ow	Spi	L4IH	P	FX
	BG	1½-3	3000	138	192	......	5200	P32x6	DP32x6	Own BG	6-3⅝x5	309	5.4	202	31.5	90-3000	L	G	C	7-2⅝	10 11/16	Ha	Own	U 4	No	Own	SF	H	5.44	26.8	Str	M	RB	NE	P.Ow	Spi	O4IMV	a	FX
	BF	2-3½	3750	156	216	......	6700	B8.25/20	DB8.25/20	Own BG	6-3⅝x5	309	5.4	202	31.5	90-3000	L	G	C	7-2⅝	10 11/16	Ha	Own	U 4	No	Own	SF	H	6.12	29.7	Str	M	RB	NE	P.Ow	Spi	O4IMV	a	FX
	BF	2½-4	4000	156	216	......	7000	B8.25/20	DB8.25/20	Own BG	6-3⅝x5	309	5.4	202	31.5	90-3000	L	G	C	7-2⅝	10 11/16	Ha	Own	U 4	No	Own	2F	H	7.01	33.9	Str	M	RB	NE	P.Ow	Spi	O4IMV	a	FX
	AB	3-5	4000	156	210	......	6900	P34x7	DP34x7	Own AB	4-4¼x5	283	4.8	192	28.9	65-2100	L	G	C	3-3	8	Ow	Own	U 4	No	Own	CD	R	7.72	37.4	Str	M	RB	NE	P.Ow	Spi	O4IMV	a	FX
	AB	3-5	4200	156	210	......	7300	P34x7	DP34x7	Own AB	4-4¼x5	283	4.8	192	28.9	65-2100	L	G	C	3-3	8	Ow	Own	U 4	No	Own	2F	H	7.54	36.6	Str	M	RB	NE	P.Ow	Spi	O4IMV	a	FX
	BM	3-5	4700	157	211	......	7900	B9.00/20	DB9.00/20	Own CE	6-4x5½	414	5.2	270	38.4	108-2400	L	G	C	7-3	12 1/16	Pe	Own	U 5	No	Own	2F	H	5.05	49.4	Str	M	RB	NE	P.Ow	Spi	O4IMV	a	FX
	(c.o.e.-15) CH	3½-5½	5200	132	186	......	8500	B9.00/20	DB9.00/20	Own CE	6-4x5½	414	5.2	270	38.4	108-2400	L	G	C	7-3	12 1/16	Pe	Own	U 4	No	Own	2F	H	7.01	49.4	Str	M	RB	NE	P.Ow	Spi	O4IMV	a	FX
	BX	4-6	5750	171	225	......	9400	B9.75/22	DB9.75/22	Own CF	6-4¼x5½	468	5.2	310	43.4	117-2400	L	G	C	7-3	12 1/16	Pe	Own	U 5	No	Own	CD	R	5.67	55.2	Str	M	RB	NE	P.Ow	Spi	O4IMV	a	FX
	BX	4-6	5600	171	225	......	9300	B9.75/22	DB9.75/22	Own CF	6-4¼x5½	468	5.2	310	43.4	117-2400	L	G	C	7-3	12 1/16	Pe	Own	U 5	No	Own	2F	H	5.05	49.4	Str	M	RB	NE	P.Ow	Spi	O4IMV	a	FX
	(c.o.e.-15) CJ	4½-7	6100	132	186	......	9700	B9.75/22	DB9.75/22	Own CF	6-4¼x5½	468	5.2	310	43.4	117-2400	L	G	C	7-3	12 1/16	Pe	Own	U 4	No	Own	2F	H	7.54	53.1	Str	M	RB	NE	P.Ow	Spi	O4IMV	a	FX
	BQ	6-8	6800	176	230	......	10800	B10.50/22	DB10.50/22	Own BQ	6-4¾x5¾	611	4.8	390	54.2	125-2200	L	G	C	4-3½	10 1/16	Ow	Own	A 4	No	Own	2F	H	7.43	47.7	Str	M	RB	NE	P.Ow	Spi	O4IMV	a	FX
	AK	5-7½	5250	162	228	......	9500	B10.50/24 °	DB10.50/24 °	Own AC	4-5x6	471	4.0	300	40.0	74-1600	L	G	C	3-3	10½	Ow	Own	A 4	No	Own	2F	H	7.43	47.7	Str	G	RB	ns	P.Ow	Spi	O4IMV	a	FX
	AK	6-8	6450	174	240	......	10900	B10.50/22	DB10.50/22	Own BQ	6-4¾x5¾	611	4.8	390	54.2	125-2200	L	G	C	4-3½	10 1/16	Ow	Own	A 4	No	Own	2F	H	7.43	47.7	Str	M	RB	NE	P.Ow	Spi	O4IMV	a	FX
	BX-8	7½	6250	207	225	......	10000	B9.75/24	DB9.75/24	Own CF	6-4¼x5½	468	5.2	310	43.4	117-2400	L	G	C	7-3	12 1/16	Pe	Own	U 4	No	Own	2F	H	7.54	53.1	Str	M	RB	NE	P.Ow	Spi	O4IMV	a	FX
	AC	7-9	5750	174	228	......	12000	S36x6	DS40x6	Own AC	4-5x6	471	4.0	300	40.0	74-1600	L	G	C	3-3	10½	Ow	Own	J 4	No	Own	CD	R	9.69	62.2	Str	G	RB	ns	P.Ow	Spi	O4IMV	c	JX
	AC	7-9	6800	174	240	......	12700	B10.50/24	DB10.50/24	Own BQ	6-4¾x5¾	611	4.8	390	54.2	125-2000	L	G	C	4-3½	10 1/16	Ow	Own	J 4	No	Own	CD	R	8.4	53.9	Str	M	RB	NE	P.Ow	Spi	O4IMV	c	2I
	AP	7½-10	8500	191	216	......	13000	S36x7	DS40x8	Own AP	6-5x6	706	4.4	427	60.0	138-1900	L	G	C	4-3 1/16	11 11/16	Ow	Own	J 4	No	Own	CD	R	8.31	53.3	Str	M	RB	NE	P.Ow	Spi	O4IMV	c	2I

(For abbreviations see page 260)

AMERICAN TRUCKS—Continued

MAKE AND MODEL	GENERAL (See Keynote)						TIRE SIZE		ENGINE														GEARSET			REAR AXLE					FUEL SYST.	ELECTRICAL			BRAKES		
																	MAIN BEARINGS																		SERVICE		
	Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	Front	Rear	Make and Model	No. of Cylinders, Bore and Stroke	Displacement	Comp. Ratio	Torque Lb. Ft.	A.M.A. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Argmt.	Camshaft Drive	Piston Material	Number and Diameter	Length	Governor Make	Make	Location, Forward Speeds	Aux. Location and Speeds	Make	Gear and Type	Drive & Torque	GEAR RATIOS In High	GEAR RATIOS In Low	Carburetor Make	Fuel Feed	Ignition System Make	Generator, Starter Make	Clutch Type and Make	Universals Make	Make Location Type Operat'n	Drum Material	Hand Location Type
Menominee....A-15	1½	1485	144	160	8750	3750	B7.00/20	B7.00/20	Wau TL	6–3⅜x4¼	255	5.0	170	27.3	68–2600	L	G	C	4–2⅝	7⅛	No	Fu M	U 4	No	Cla	SF	R	5.00	31.7	Zen	M	NE	NE	D.Fu	Blo	L4IHV	P	TX
.....DX-6	2½	2850	156	175	13760	5760	B7.50/20	B7.50/20	Wau 6-90	6–3⅝x4¾	255	5.4	182	27.3	90–3200	F	G	C	4–2⅝	7¼	No	BL	U 4	No	Wis	2F	R	5.83	37.3	Zen	M	NE	NE	P.BL	Blo	L4IHV	G	TD
.....DN-6	3	3275	156	175	15200	6200	B8.25/20	DB8.25/20	Wau MK	6–4½x4¾	381	4.8	240	40.8	85–2500	L	G	C	7–2⅝	12½	No	BL	U 4	No	Wis	2F	R	6.72	48.9	Zen	M	NE	NE	P.BL	Blo	L4IHV	G	TD
.....A30	3	3275	165	185	15035	7035	B8.25/20	DB8.25/20	Wau MK	6–4½x4¾	381	4.8	240	40.8	85–2500	L	G	C	7–2⅝	12½	No	BL	U 8	No	Ti	SF	R	7.80	90.8	Zen	M	NE	NE	P.BL	Blo	L4IHV	G	TD
.....N-6	3½	3715	165	185	16800	6800	B8.25/20	DB8.25/20	Wau 6-110	6–4x4¾	358	5.2	254	38.4	110–2800	F	C	C	7–2¼	10¾	No	BL	U 4	No	Wis	2F	R	7.93	57.7	Zen	M	NE	NE	P.BL	Blo	L4IHV	G	TD
.....JX-6	5	4650	175	190	20200	7200	B9.00/20	DB9.00/20	Wau 6-125	6–4½x5½	462	5.1	324	45.9	125–2600	F	G	C	7–3	13⅞	No	BL	U 4	No	Wis	2F	R	9.12	64.4	Zen	M	NE	NE	P.BL	Blo	L4IHV	G	TD
.....6W-8	8	5800	185	200	28600	11000	B8.25/20	DB8.25/20	Wau 6-125	6–4⅜x5½	462	5.1	324	45.9	125–2600	F	G	C	7–3	13⅞	No	BL	U 4	No	Wis	2F	R	8.50	60.1	Zen	M	NE	NE	P.BL	Blo	L6IHV	G	TD
Moreland....R11H	2	1445	155	179	11500	4200	B6.50/20	DB6.50/20	Her JXC	6–3¾x4¼	282	5.0	176	33.8	73–2800	L	G	A	7–2½	10 11/16	No	No	BL	U 4	No	Ti	SF	H	5.66	35.0	Zen	M	AL	AL	P.BL	Cle	L4IH	a	TD
..(17).....R13H	2½	1570	155	179	13500	4700	P32x6	DP32x6	Her JXC	6–3¾x4¼	282	5.0	176	33.8	73–2800	L	G	A	7–2½	10 11/16	No	No	BL	U 4	No	Ti	SF	H	5.83	36.0	Zen	M	AL	AL	P.BL	Cle	L4IH	a	TD
.....R16H	3½	1725	155	179	16000	5300	B7.50/20	DB7.50/20	Her JXC	6–3¾x4¼	282	5.0	176	33.8	73–2800	L	G	A	7–2½	10 11/16	No	No	BL	U 4	No	Ti	SF	H	6.17	38.0	Zen	M	AL	AL	P.BL	Cle	L4IH	a	TD
.....E16H	4	2775	179	210	16500	6000	B8.25/20	DB8.25/20	Her WXC3	6–4¼x4½	383	4.4	265	43.3	106–2800	L	G	A	7–2⅝	13¼	No	No	BL	U 4	No	Ti	SF	H	6.17	43.0	Zen	M	AL	AL	P.BL	Cle	L4IH	a	TD
.....E22H	5	2995	179	210	22000	6550	B9.00/20	DB9.00/20	Her WXC3	6–4¼x4½	383	4.4	265	43.3	106–2800	L	G	A	7–2⅝	13¼	No	No	BL	U 4	No	Ti	SF	H	6.14	43.0	Zen	M	AL	AL	P.BL	Cle	L4IH	a	TD
.....E25H	6	3250	179	210	25000	7050	B9.75/20	DB9.75/20	Her WXC3	6–4¼x4½	383	4.4	265	43.3	106–2800	L	G	A	7–2⅝	13¼	No	No	BL	U 4	No	Ti	WF	H	7.25	51.0	Zen	M	AL	AL	P.BL	Cle	L4IH	a	TD
.....H30H	6	4625	196	220	30000	9000	B9.75/20	DB9.75/20	Her RXB	6–4½x5¼	501	4.9	330	48.6	110–2200	L	G	A	7–3	12½	No	No	BL	U 4	No	Ti	WF	R	8.20	59.0	Zen	M	AL	AL	P.BL	Cle	W4IA	a	TD
Netco.....A	2–4	1800	157	190	15000	5500	B7.50/20	DB7.50/20	Wau BL	6–3½x4¼	245	5.0	165	27.0	73–3200	L	G	C	7–2⅝	10¼	Wa	BL	U 4	No	Ti	SF	H	5.83	34.2	Zen	M	DR	DR	P.BL	Cle	L4IHV	c	TD
.....B	3–6	2400	160	200	20000	6500	B8.25/20	DB8.25/20	Wau BK	6–3¾x4¼	282	5.0	180	33.8	84–3200	L	G	C	7–2⅝	10¼	Wa	BL	U 4	No	Ti	SF	H	5.71	48.4	Zen	M	DR	DR	P.BL	Cle	L4IHV	c	TD
.....C	4–7	2800	160	200	22000	7300	B9.00/20	DB9.00/20	Wau MK	6–4½x4¾	381	4.8	240	40.8	85–2500	L	G	C	7–2⅝	12½	Wa	BL	U 4	No	Ti	SF	H	6.83	52.8	Zen	M	DR	DR	P.BL	Cle	L4IHV	c	TD
.....E	5–8	3400	157	212	24000	8100	B9.75/20	DB9.75/20	Wau MZ	6–4¼x4¾	404	6.0	274	42.5	90–2400	L	G	C	7–2⅝	12½	Wa	BL	U 4	No	Ti	WF	R	7.75	58.3	Zen	M	DR	DR	P.BL	Cle	L4IHV	c	TD
.....J	6–9	4600	157	212	30000	9200	B10.50/20	DB10.50/20	Lyc AEC	8–3¾x4¾	420	5.2	300	44.0	120–2800	L	G	C	5–2¾	12¾	Ha	BL	U 4	No	Ti	2F	R	8.50	61.2	Zen	M	DR	DR	P.BL	Cle	W84IA	c	CD
.....K	7–10	4900	168	212	32000	9900	B10.50/24	DB10.50/24	Wau SRK	6–4⅝x5½	517	4.6	335	51.3	110–2300	L	G	C	7–3	13⅞	Wa	BL	U 4	No	Ti	2F	R	9.92	63.2	Zen	M	DR	DR	P.BL	Cle	W84IA	c	CD
Pierce-Arrow 13S385	2–2½	2500	160	200	13000	5750	B8.25/20	DB8.25/20	Own 8	8–3½x5	385	5.0	274	39.2	125–2800	L	C	A	9–2⅝	14⅛	Ha	Co	U 4	No	Ti	SF	R	5.28	32.6	Str	M	DR	DR	P.Lo	Cle	B4IM	D	TD
.....15T298	3–3½	1950	150	200	15000	5725	B8.25/20	DB8.25/20	Her WXB	6–3¾x4½	298	4.7	190	33.7	70–2600	L	G	C	7–2⅝	13¼	Ha	Cla	U 4	Op	Ti	SF	R	6.16	40.2	Zen	M	DR	DR	P.Lo	Cle	B4IM	D	TD
.....17T361	3–4	2350	150	200	17000	5725	B9.00/20	DB9.00/20	Her WXC2	6–4½x4½	361	4.7	230	40.3	77–2400	L	G	A	7–2⅝	13¼	Ha	Co	U 4	Op	Ti	SF	R	6.83	42.2	Zen	M	DR	DR	P.Lo	Cle	B4IM	D	CD
.....18W361	3½–4½	3000	150	220	18000	6660	B9.00/20	DB9.00/20	Her WXC2	6–4½x4½	361	4.7	230	40.3	77–2400	L	G	A	7–2⅝	13¼	Ha	Co	U 4	Op	Ti	WF	R	6.80	42.0	Zen	M	DR	DR	P.Lo	Cle	B4IA	D	CD
.....19R479	3½–4½	3600	150	220	19000	7850	B9.00/20	DB9.00/20	Her YXC3	6–4½x4¾	479	4.7	318	51.3	104–2200	L	G	A	7–3	14	Ha	Co	U 4	Op	Ti	WF	R	5.40	286	Zen	M	DR	DR	P.Lo	Cle	B4IA	D	CD
.....24X479	5–6	4150	150	200	24000	9250	B10.50/20	DB10.50/20	Her YXC3	6–4½x4¾	479	4.6	318	51.3	104–2200	L	G	A	7–3	14	Ha	Co	U 4	Op	Ti	WF	R	7.60	402	Zen	M	DR	DR	P.Lo	Cle	B4IA	D	CD
.....28M611	6–7	5400	160	200	28000	11600	B10.50/24	DB10.50/24	Her GXA	6–4¾x5¾	611	4.5	410	54.1	130–2000	L	G	A	7–3½	16⅝	Ha	Own	U 4	Op	Own	WF	H	10.0	525	Zen	M	DR	DR	P.Lo	Spi	BO4IA	D	TX
Reo.....S–4P	½	495	117	117	4200	.....	B6.25/16	B6.25/16	Own	6–3¼x5	230	5.3	152	23.4	80–3200	L	C	A	7–2⅝	12	No	WG	U 3	No	Own	S/2	H	4.30	28.1	Car	M	AL	AL	P.BB	Spi	L4IH	C	2I
.....1A4–1C4	1–1½	535	139	166	8500	.....	B6.00/20	B6.00/20	Own	6–3¼x4⅜	209	5.8	145	24.3	70–2800	L	C	A	4–2¼	5 1/16	No	Own	U 4	No	Own	SF	H	5.28	34.8	Car	M	AL	AL	P.BB	Cle	L4IH	C	2I
.....1B4–1D4	1½	595	139	166	10500	3215	B6.00/20	B6.00/20	Own	6–3½x5	230	5.3	152	23.4	68–2800	L	C	A	7–2⅝	12	No	Own	U 4	O 2	Own	SF	H	5.28	34.8	Str	M	DR	DR	P.Ow	Cle	L4IH	C	2I
.....2B4–2D4	2	845	142	166	12500	3865	B6.50/20	DB6.50/20	Own	6–3⅜x5	268	4.9	175	27.3	75–2800	L	C	A	7–2⅝	12	No	Own	U 4	O 2	Own	SF	H	5.83	38.4	Str	M	DR	DR	P.Ow	Cle	L4IH	a	2I
.....2H (2J, 2K)	2½	1245	142	184	15000	4475	B7.00/20	DB7.00/20	Own	6–3⅜x5	268	4.9	175	27.3	75–2800	L	C	A	7–2⅝	12	No	Own	U 4	O 2	Own	SF	H	6.54	42.9	Str	M	DR	DR	dp.Lo	Cle	L4IH	a	2I
.....3H (3J, 3K, 3M)	3	1795	170	205	17500	5125	B7.50/20	DB7.50/20	Own	6–3⅜x5	309	4.9	200	31.5	85–2800	L	C	A	7–2⅝	12	No	Own	U 4	O 2	Own	SF	H	6.14	42.9	Str	M	DR	DR	dp.Lo	Cle	L4IH	a	FD
.....4H, 4J, 4K, 4M	4	2595	170	205	20000	6280	B9.00/20	DB9.00/20	Own	8–3⅜x5	358	4.9	230	36.4	110–2800	L	C	A	9–2⅝	12½	Mo	BL	U 5	O 2	Own	S/2	H	8.51	40.5	Sch	M	DR	DR	dp.Lo	Cle	L4IHV	a	FD
Schacht.....10B	1½	1095	124	172	11500	4350	B6.50/20	DB6.50/20	Her JXB	6–3⅝x4¼	263	5.4	164	31.5	68–2800	L	G	A	7–2½	10 11/16	Mo	WG	U 4	No	Ti	BF	H	5.67	36.3	Str	M	AL	AL	P.BB	Spi	L4IH	G	TX
.....15HA	2½–3½	1735	160	199	13000	5200	B8.25/20	DB8.25/20	Con 20C	6–3⅝x4⅝	248	5.1	150	27.3	76–2800	L	C	A	7–2⅝	10 5/16	No	BL	U 4	No	Ti	BF	R	6.06	38.5	Zen	M	DR	DR	D.BB	Spi	L4IHV	G	TX
.....20HA	2½–4	2185	160	199	15300	5450	B8.25/20	DB8.25/20	Her WXC	6–4x4½	339	4.7	225	38.4	78–2400	L	G	A	7–2⅝	13¼	Mo	Fu	U 5	No	Ti	BF	R	6.06	38.5	Str	M	AL	AL	D.Fu	Spi	L4IHV	G	TX
.....25HA	3–4½	2695	146	213	19500	5750	B9.00/20	DB9.00/20	Her WXC	6–4x4½	339	4.7	225	38.4	78–2400	L	G	A	7–2⅝	13¼	Mo	Fu	U 5	No	Ti	BF	R	6.02	39.2	Str	M	AL	AL	D.Fu	Spi	L4IHV	G	TX
.....28HA	4–5½	3050	146	227	23000	6600	B9.75/20	DB9.75/20	Her WXC	6–4x4½	339	4.7	225	38.4	78–2400	L	G	A	7–2⅝	13¼	Mo	Fu	U 5	No	Ti	BF	R	6.83	43.8	Str	M	AL	AL	D.Fu	Spi	L4IHV	G	TX
.....30HA	4½–6	3295	146	227	23000	6800	B9.75/20	DB9.75/20	Her WXC	6–4x4½	339	4.7	225	38.4	78–2400	L	G	A	7–2⅝	13¼	Mo	Fu	U 5	No	Wis	2F	R	7.14	46.4	Str	M	AL	AL	D.Fu	Spi	L4IHV	G	TX
.....35HA	5–7	3725	146	227	24000	7400	B9.75/20	DB9.75/20	Her WXC2	6–4½x4½	360	4.7	238	40.3	85–2400	L	G	A	7–2⅝	13¾	Mo	Fu	U 5	No	Own	2F	R	8.00	52.0	Str	M	AL	AL	D.Fu	Spi	L4IHV	H	TD
.....40H	5–7	4295	156	239	25500	7600	B9.75/20	DB9.75/20	Her YXC	6–4¾x4¾	428	4.4	280	45.9	93–2200	L	G	A	7–3	15	Mo	Fu	U 5	No	Own	2F	R	7.07	49.7	Str	M	AL	AL	D.Fu	Spi	L4IHV	H	TD
.....40HB	7–9	4695	156	239	29500	7750	B10.50/20	DB10.50/20	Her YXC	6–4¾x4¾	428	4.4	280	45.9	93–2200	L	G	A	7–3	15	Mo	Fu	U 5	No	Wis	2F	R	7.07	49.7	Str	M	AL	AL	D.Fu	Spi	L4IHV	G	TD
.....66HA	8–11	5895	154	251	35000	9820	B10.50/24	DB10.50/24	Her RXC	6–4⅝x5¼	529	4.9	355	51.2	115–2200	L	G	A	7–3	15	Mo	Fu	U 5	No	Wis	2F	R	7.07	49.8	Str	M	AL	AL	D.Fu	Spi	Ws4IA	G	TD
.....(T) TRD	10	4150	150	174	35000	7100	B9.00/20	DB9.00/20	Her YXC	6–4¾x4¾	428	4.4	280	45.9	93–2200	L	G	A	7–3	15	Mo	Fu	U 5	No	Own	2F	R	7.80	56.8	Str	M	AL	AL	D.Fu	Spi	L4IHV	H	TD
.....(T) TRDA	12	4350	150	174	39000	7226	B9.75/20	DB9.75/20	Her YXC3	6–4¾x4¾	478	4.4	318	51.2	103–2200	L	G	A	7–3	15	Mo	Fu	U 5	No	Own	2F	R	7.80	56.8	Str	M	AL	AL	D.Fu	Spi	L4IHV	H	TD
.....(T) TRDB	15	4595	150	174	45000	7326	B9.75/20	DB9.75/20	Her RXC	6–4¾x5¼	529	4.4	355	51.2	115–2200	L	G	A	7–3	15	Mo	Fu	U 5	No	Wis	2F	R	7.80	56.8	Str	M	AL	AL	D.Fu	Spi	L4IHV	H	TD
Sterling.....FB40	1½–2	1135	142	162	11000	3450	B6.50/20	DB6.50/20	Con 25A	6–3½x4	214	5.0	137	28.0	72–3300	L	C	A	4–2⅝	6⅜	No	WG	U 4	No	Own	SF	H	5.66	36.2	Zen	M	DR	DR	P.Lo	Spi	L4IH	P	TX
.....FB50 De L	2–2½	1795	174	204	13000	4900	B7.00/20	DB7.00/20	Wau 6BK	6–3¾x4¼	282	5.4	185	33.8	81–2800	L	G	C	7–2⅝	10¼	En	WG	U 4	No	Own	SF	R	6.60	42.2	Zen	M	DR	DR	P.Ow	Spi	L4IH	P	TX
.....FB60 De L	2½–3	2040	174	204	15000	5150	B7.00/20	DB7.00/20	Wau 6BK	6–3¾x4¼	282	5.4	185	33.8	81–2800	L	G	C	7–2⅝	10¼	En	Own	U 4	No	Own	SF	R	6.80	44.2	Zen	M	DR	DR	P.Ow	Spi	L4IHV	a	TX
.....FB70 De L	3–4	2490	174	204	17000	5475	B7.50/20	DB7.50/20	Wau 6BK	6–3¾x4¼	282	5.4	185	33.8	81–2800	L	G	C	7–2⅝	10¼	En	Own	U 4	No	Own	SF	R	7.40	47.0	Zen	M	DR	DR	P.Ow	Spi	L4IHV	a	TX
.....FB80	3½–4½	3010	174	204	22000	6525	B8.25/20	DB8.25/20	Wau 6MK	6–4½x4¾	381	6.5	240	41.0	83–2250	L	G	C	7–2⅝	12½	En	Own	U 5	No	Own	2F	R	7.80	54.6	Zen	M	DR	DR	P.Ow	Spi	L4IHV	a	TX
.....FD90	4–5	3315	174	204	22000	7175	B9.00/20	DB9.00/20	Wau 6MK	6–4½x4¾	381	6.5	240	41.0	83–2250	L	G	C	7–2⅝	12½	En	Own	U 5	No	Own	2F	R	8.40	58.8	Zen	M	DR	DR	P.Ow	Spi	L4IHV	a	TX
.....FD97	5–6	4355	192	222	26000	8235	B9.75/20	DB9.75/20	Wau 6SRL	6–4⅝x5½	462	5.0	300	46.0	97–2000	L	G	C	7–3	13⅞	En	Own	U 4	Op	Own	2F	R	9.41	62.9	Zen	M	DR	DR	P.Ow	Spi	L4IHV	a	TX
.....FD115	6–7	4690	192	222	32000	8685	B9.75/20	DB9.75/20	Wau 6-125	6–4½x5½	462	5.0	324	46.0	123–2300	F	G	A	7–3	13⅞	En	Own	U 4	Op	Own	2F	R	9.20	61.3	Zen	M	MY	DR	P.Ow	Spi	L4IHV	a	TX
.....FC100	5–6	4185	190	222	26000	7835	B9.75/20	DB9.75/20	Wau 6MZ	6–4¼x4¾	404	6.0	252	42.5	82–2000	L	G	C	7–2⅝	12½	En	Own	U 4	Op	Own	CD	R	8.30	54.0	Zen	M	DR	DR	P.Ow	Spi	O2IMV	s	TX
.....FC135	6–7	***	190	222	30000	8835	P40x8	DP40x8	Wau 6SRL	6–4⅝x5½	462	4.5	300	46.0	97–2000	L	G	C	7–3	13⅞	En	Own	U 4	Op	Own	CD	R	10.8	70.2	Zen	M	DR	DR	P.Ow	Spi	O2IMV	s	JX
.....HC140	7–8	5360	186	216	36000	9485	B9.75/22	DB9.75/22	Wau 6SRL	6–4⅝x5½	462	4.5	300	46.0	97–2000	L	G	C	7–3	13⅞	En	Own	U 4	Op	Own	CD	R	8.30	55.3	Zen	M	DR	DR	P.Ow	Spi	O2IMV	s	JX
.....HC170	9–10	7480	196	225	44000	10485	B10.50/22	DB10.50/22	Wau 6RB	6–5x5¾	677	4.8	440	60.0	124–1800	L	G	C	4–3½	15⅜	En	Own	U 4	Op	Own	CD	R	9.44	51.3	Zen	M	DR	DR	D.Ow	Spi	O2IMV	s	JX
.....(D) FD97D	5–6	***	192	222	26000	8985	B9.75/20	DB9.75/20	Wau 6D100	6–4⅝x5½	462	17	275	46.0	100–2200	H	G	A	7–3½	13¾	En	Own	U 4	Op	Own	2F	R	9.41	62.9	No	M	CI	LN	P.Ow	Spi	L4IHV	a	TX
.....(D) FD97H	5–6	***	200	230	26000	9850	B9.75/20	DB9.75/20	Cum 6H Die	6–4⅛x6	672	17	420	57.0	125–1800	H	G	C	7–3¼	16½	En	Own	U 4	Op	Own	2F	R	9.41	62.9	No	M	CI	DR	P.Ow	Spi	L4IHV	a	TX
.....(D) FD115D	6–7	***	200	230	32000	9785	B9.75/20	DB9.75/20	Wau 6D125	6–4¾x5½	585	17	350	54.1	122–2000	H	G	A	7–3½	18¾	En	Own	U 4	Op	Own	2F	R	9.20	61.3	No	M	CI	LN	P.Ow	Spi	L4IHV	a	TX
.....(D) FD115H	6–7	***	200	230	32000	9685	B9.75/20	DB9.75/20	Cum 6H Die	6–4⅛x6	672	17	420	57.0	125–1800	H	G	C	7–3¼	16½	En	Own	U 4	Op	Own	2F	R	9.41	50.0	No	M	CI	DR	D.Ow	Spi	L4IHV	a	TX
.....(D) FC100D	5–6	***	190	222	26000	8935	B9.75/20	DB9.75/20	Wau 6D100	6–4⅝x5½	462	17	275	46.0	100–2200	H	G	A	7–3½	13¾	En	Own	U 4	Op	Own	CD	R	8.30	54.0	No	M	CI	DR	P.Ow	Spi	O2IMV	s	TX
.....(D) FC100H	5–6	***	200	230	26000	9210	B9.75/20	DB9.75/20	Cum 6H Die	6–4⅛x6	672	17	420	57.0	125–1800	H	G	C	7–3¼	16½	En	Own	U 4	Op	Own	CD	R	8.30	55.3	No	M	CI	LN	P.Ow	Spi	O2IMV	s	JX
.....(D) HC140D	7–8	***	194	225	36000	10585	B9.75/22	DB9.75/22	Wau 6D125	6–4¾x5½	585	17	350	54.1	122–2000	H	G	A	7–3½	18¾	En	Own	U 4	Op	Own	CD	R	9.44	51.3	No	M	CI	DR	D.Ow	Spi	O2IMV	s	JX
.....(D) HC170H	9–10	***	196	225	44000	11085	B10.50/22	DB10.50/22	Cum 6H Die	6–4⅞x6	672	17	420	57.0	125–1800	H	G	C	7–3¼	16½	En	Own	U 4	Op	Own	CD	R	9.44	51.3	No	M	CI	DR	D.Ow	Spi	O2IMV	s	JX
Stewart.....41H	1	685	134	145	.....	2990	B6.50/18	B6.50/18	Wau	6–3¾x4¼	228	5.0	155	27.3	65–2800	L	G	C	7–2⅝	10¼	No	WG	U 4	No	Cla	S½	H	5.10	32.7	Str	P	DR	DR	P.BB	Spi	L4IH	a	TX
.....46H	1½	695	134	176	10000	3310	B6.50/20	B6.50/20	Wau	6–3¾x4¼	228	5.0	155	27.3	65–2800	L	G	C	7–2⅝	10¼	No	WG	U 4	No	Cla	SF	H	5.60	35.8	Str	P	DR	DR	P.BB	Spi	L4IH	a	TX
.....47H	2	895	134	190	12000	4070	B6.50/20	DB6.50/20	Wau	6–3¾x4¼	228	5.0	155	27.3	65–2800	L	G	C	7–2⅝	10¼	No	WG	U 4	No	Cla	SF	H	6.37	40.0	Str	P	DR	DR	P.BB	Spi	L4IH	A	TX
.....29XS	2½	1895	145	220	16000	5190	B7.00/20	DB7.00/20	Lyc	6–3¾x4½	299	5.0	205	33.7	85–2750	L	G	A	4–2⅝	9⅜	Mo	BL	U 5	A 2	Cla	SF	R	7.16	43.6	Str	P	DR	DR	P.BL	Spi	B4IM	E	TX
.....48H	2½	2190	165	220	18000	5460	B7.00/20	DB7.00/20	Lyc	6–3¾x4½	299	5.0	205	33.7	85–2750	L	G	A	4–2⅝	9⅜	Mo	BL	U 4	No	Cla	SF	R	7.16	43.6	Str	P	DR	DR	P.BL	Spi	B4IM	E	TX
.....32X	3	2390	170	241	18000	6025	B7.50/20	DB7.50/20	Lyc	8–3⅜x4½	322	4.6	224	36.5	100–2700	L	G	A	4–2¾	10¾	Mo	Fu	U 5	A 3	Cla	SF	R	7.16	50.1	Str	P	DR	DR	D.Fu	Spi	B4IM	E	TX
.....58–83	3	2390	170	241	18000	6025	B7.50/20	DB7.50/20	Lyc	8–3⅜x4½	322	4.6	224	36.5	100–2700	L	G	A	4–2¾	10¾	Mo	Fu	U 5	A 3	Cla	SF	R	7.16	50.1	Str	P	DR	DR	P.BB	Spi	L4IH	E	TX
.....49H	3	1695	145	220	16000	5325	B7.00/20	DB7.00/20	Wau	6–3¾x4¼	282	5.4	190	33.7	80–2800	L	G	C	7–2⅝	10¼	No	Fu	U 5	A 2	Cla	SF	R	7.16	43.6	Str	P	DR	DR	P.BB	Spi	L4IH	a	TX
.....48–8	3½	3090	170	241	20000	6750	B8.25/20	DB8.25/20	Lyc	8–3¾x4¾	420	5.2	300	45.0	130–2800	L	G	A	5–2¾	12	Ly	BL	U 5	A 2	Cla	SF	R	7.25	48.1	Str	P	DR	DR	P.BL	Spi	B4IM	E	TX
.....18XS	3½	2890	160	235	20000	6800	B7.50/20	DB7.50/20	Wau	6–4¼x4¾	381	5.2	240	41.0	85–2500	L	G	C	7–2⅝	12½	Wa	Fu	U 5	A 2	71	WF	R	7.25	50.7	Str	P	DR	DR	P.BB	Spi	B4IM	E	TX

............38-6	3½-5	4090	170	241	25000	7600	B9.00/20	DB9.00/20	Wau	6-4⅜x5⅛	462	4.6	300	46.0	100-2000	L	G	A	7-3	13⅞	Wa	BL	U 5	A 2	T	WF	R	7.25	48.0	Str	P	DR	DR	P.BL	Spi	B4IM	E	TX
............38-8	3½-5	4090	170	241	25000	7600	B9.00/20	DB9.00/20	Lyc	8-3¾x4¾	420	5.2	300	45.0	130-2800	L	G	C	5-2¾	12	Ly	BL	U 5	A 2	T	WF	R	7.25	48.0	Str	P	DR	DR	P.BL	Spi	B4IM	E	TX
............31X	5-6	5490	165	235	30000	9340	B9.75/20	DB9.75/20	Wau	6-4⅝x5⅛	517	4.5	330	51.3	110-2000	L	G	C	7-3	13⅞	Wa	BL	U 4	A 3	T	WF	R	8.20	148	Str	P	DR	DR	P.BL	Spi	B4IM	E	TX
............27XS	7-8	6290	165	235	36000	10300	B10.50/24	DB10.50/24	Wau	6-4⅝x5⅛	517	4.5	330	51.3	110-2000	L	G	C	7-3	13⅞	Wa	BL	U 4	A 3	T	WF	R	10.0	181	Str	P	DR	DR	P.BL	Spi	B4IM	E	TX
Stud.T230-(241-265)	1½-2	625	130	165	10500	3185	B6.00/20	P32x6	Own	6-3¼x4⅝	230	4.6	154	25.4	75-3200	L	G	C	4-2½	8 7/16	No	WG	U 4	No	Cla	SF	H	5.66	36.2	Car	M	DR	DR	P.Lo	MM	B4IM	a	4I
...T430-(441-465)	1¾-2½	785	130	165	10500	3545	B6.00/20	DB6.50/20	Own	6-3¼x4⅝	230	4.6	154	25.4	75-3200	L	G	C	4-2½	8 7/16	Ha	WG	U 4	No	Cla	SF	H	6.80	43.5	Car	M	DR	DR	P.Lo	MM	B4IMV	a	4I
...T641-(653-665)	2-3	945	141	165	13500	4130	B6.50/20	DB6.50/20	Own	6-3¼x4⅝	230	4.6	154	25.4	75-3200	L	G	C	4-2½	8 7/16	Ha	WG	U 4	No	Ti	SF	H	6.80	43.5	Car	M	DR	DR	dp.Lo	MM	B4IMV	D	4I
............T683	2-3	1045	183	183	13500	4560	B6.50/20	DB6.50/20	Own	6-3¼x4⅝	230	4.6	154	25.4	75-3200	L	G	C	4-2½	8 7/16	Ha	WG	U 4	No	Ti	SF	H	6.80	43.5	Car	M	DR	DR	dp.Lo	MM	B4IMV	D	4I
...T841-(865-883)	3-4	1345	141	183	16000	4920	B6.50/20	DP32x6	Own	6-3¼x4⅝	230	4.6	154	25.4	75-3200	L	G	C	4-2½	8 7/16	Ha	WG	U 4	A 2	Ti	SF	H	7.80	75.8	Zen	M	DR	DR	dp.Lo	MM	B4IMV	a	4I
...W841-(865-883)	3-4	1795	141	183	18200	5870	B6.50/20	DP32x6	Wau 6-110	6-4x4¾	358	5.1	254	38.4	110-2800	F	G	A	7-2⅞	11 7/16	Wa	Cla	U 5	No	Ti	SF	H	6.80	55.2	Zen	M	DR	DR	P.Li	MM	B4IMV	D	4I
Ward La Fr..25R14	2½	2800	196	208	14000	6000	B7.50/20	DB7.50/20	Wau ML	6-4x4¾	358	6.2	228	38.4	80-2400	L	G	C	7-2⅝	12½	Wa	BL	U 4	No	Ti	SF	R	Opt	Opt	Zen	M	DR	DR	P.BL	Spi	L4IHV	a	TD
............25R16	3	2975	197	208	16000	6200	B8.25/20	DB8.25/20	Wau ML	6-4x4¾	358	6.2	228	38.4	80-2400	L	G	C	7-2⅝	12½	Wa	BL	U 4	No	Ti	SF	R	Opt	Opt	Zen	M	DR	DR	P.BL	Spi	L4IHV	a	TD
............25R18	3-4	3275	196	208	18000	6400	B9.00/20	DB9.00/20	Wau MK	6-4⅛x4¾	381	6.5	242	40.8	85-2500	L	G	C	7-2⅝	12½	Wa	BL	U 4	No	Ti	SF	R	Opt	Opt	Zen	M	DR	DR	P.BL	Spi	L4IHV	a	TD
............30R19	4	3675	197	226	19000	7000	B9.00/20	DB9.00/20	Wau MK	6-4⅛x4¾	381	6.5	242	40.8	85-2500	L	G	C	7-2⅝	12½	Wa	BL	U 4	No	Ti	WF	R	Opt	Opt	Zen	M	DR	DR	P.BL	Spi	L4IHV	a	TD
............320	3-4	3825	197	226	19000	7175	B9.00/20	DB9.00/20	Wau SRL	6-4⅜x5⅛	462	4.6	300	45.9	102-2400	L	G	C	7-3	13⅞	Wa	BL	U 4	No	Ti	SF	R	Opt	Opt	Zen	M	DR	DR	P.BL	Spi	L4IHV	a	TD
............30R-20	3-4	4300	196	226	20000	7260	B9.00/20	DB9.00/20	Wau SRL	6-4⅜x5⅛	462	4.6	300	45.9	102-2400	L	G	C	7-3	13⅞	Wa	BL	U 4	No	Ti	WF	R	Opt	Opt	Zen	M	DR	DR	P.BL	Spi	L4IHV	a	TD
............30R23	5	4175	196	226	23000	7300	B9.75/20	DB9.75/20	Wau MK	6-4⅛x4¾	381	6.5	242	40.8	85-2500	L	G	C	7-2⅝	12½	Wa	BL	U 4	No	Ti	WF	R	Opt	Opt	Zen	M	DR	DR	P.BL	Spi	L4IHV	a	TD
............35R	5-6	4975	196	226	25000	8700	B9.75/20	DB9.75/20	Wau SRL	6-4⅜x5⅛	462	4.6	300	45.9	102-2200	L	G	C	7-3	13⅞	Wa	BL	U 4	No	Ti	WF	R	Opt	Opt	Zen	M	DR	DR	P.BL	Spi	L4IHV	a	TD
.......(c.o.e.) K	7½	5890	127	162	30000	9500	B9.75/20	DB9.75/20	Wau SRK	6-4⅝x5⅛	517	4.6	335	51.3	110-2300	L	G	C	7-3	13⅞	Wa	BL	A 4	No	Ti	2F	R	6.85	45.5	Zen	M	DR	DR	P.BL	Spi	Ws4IA	A	TD
............335RWS	7½	5450	205	224	26000	9360	B9.75/24	DB9.75/24	Wau SRL	6-4⅜x5⅛	462	4.6	300	45.9	102-2400	L	G	C	7-3	13⅞	Wa	BL	U 4	No	Ti	WF	R	Opt	Opt	Zen	M	DR	DR	P.BL	Spi	Ws4IA	a	TD
............75RH	7½	6350	210	231	30000	10500	B10.50/20	DB10.50/20	Wau RB	6-5x5¾	677	5.5	465	60	145-2000	L	G	C	4-3½	11¼	Wa	BL	U 4	No	Ti	WF	R	Opt	Opt	Zen	M	DR	DR	dp.BL	Spi	L4IHV	a	TD
............55RH	7½	5350	203	224	30000	10000	B10.50/20	DB10.50/20	Wau SRK	6-4⅝x5⅛	517	4.6	335	51.3	110-2300	L	G	C	7-3	13⅞	Wa	BL	U 4	No	Ti	WF	R	Opt	Opt	Zen	M	DR	DR	P.BL	Spi	L4IHV	a	TD
............55RWS	7½	5750	205	224	30000	10050	B10.50/20	DB10.50/20	Wau SRK	6-4⅝x5⅛	517	4.6	335	51.3	110-2300	L	G	C	7-3	13⅞	Wa	BL	U 4	No	Ti	WF	R	Opt	Opt	Zen	M	DR	DR	dp.BL	Spi	Ws4IA	a	TD
............50D	7½-10	5975	159	173	36000	11000	P40x8	DP40x8	Wau SRL	6-4⅜x5⅛	462	4.6	300	45.9	102-2400	L	G	C	7-3	13⅞	Wa	BL	U 4	No	Ti	WF	R	Opt	Opt	Zen	M	DR	DR	P.BL	Spi	T2IMV	a	TD
............100RW	10	7350	210	231	36000	11500	B10.50/24	DB10.50/24	Wau RB	6-5x5¾	677	5.5	465	60	145-2000	L	G	C	4-3½	11¼	Wa	BL	U 4	No	Ti	WF	R	Opt	Opt	Zen	M	DR	DR	dp.BL	Spi	Ws4IA	a	TD
............75RWS	10	6750	211	231	30000	11300	B10.50/20	DB10.50/20	Wau RB	6-5x5¾	677	5.5	465	60	145-2000	L	G	C	4-3½	11¼	Wa	BL	U 4	No	Ti	WF	R	Opt	Opt	Zen	M	DR	DR	P.BL	Spi	Ws4IA	a	TD
............75CW-T	15	8000	164	Op	50000	11400	B10.50/20	DB10.50/20	Cu. Die. HA	6-4⅞x6	672	17	420	57	125-1800	H	G	C	7-3¼	16½	En	BL	A 4	No	Ti	2F	R	7.33	46.2	No	M	CI	LN	dp.BL	Spi	Ws4IA	A	TD
............100CW-T	20	9000	164	Op	60000	11700	B10.50/22	DB10.50/22	Cu. Die. HA	6-4⅞x6	672	17	420	57	125-1800	H	G	C	7-3¼	16½	En	BL	A 4	No	Ti	2F	R	7.97	50.0	No	M	CI	LN	dp.BL	Spi	Ws4IA	A	TD
White (12).....701	1¼-1½	1185	132	156	......	4020	B7.00/20	B7.00/20	Own 8A	6-3 7/16x4⅝	240	4.6	150	26.3	*68-2400	L	G	C	4-2½	8 11/16	Mo	Own	U 4	No	Own	SF	H	5.88	37.6	Str	M	DR	DR	P.Lo	Spi	L4IHV	a	TX
............701A	1½	1220	132	156	......	4000	B7.50/20	B7.50/20	Own 8A	6-3 7/16x4⅝	240	4.6	150	26.3	*68-2400	L	G	C	4-2½	8 11/16	Mo	Own	U 4	No	Own	SF	H	5.88	37.6	Str	M	DR	DR	P.Lo	Spi	L4IHV	a	TX
............702	1½-2	1295	132	156	......	4405	B7.00/20	DB7.00/20	Own 8A	6-3 7/16x4⅝	240	4.6	150	26.3	*68-2400	L	G	C	4-2½	8 11/16	Mo	Own	U 4	No	Own	SF	H	5.88	37.6	Str	M	DR	DR	P.Lo	Spi	L4IHV	a	TX
............702A	2	1340	132	156	......	4275	B7.50/20	DB7.50/20	Own 8A	6-3 7/16x4⅝	240	4.6	150	26.3	*68-2400	L	G	C	4-2½	8 11/16	Mo	Own	U 4	No	Own	SF	H	5.88	37.6	Str	M	DR	DR	P.Lo	Spi	L4IHV	a	TX
............611	2-2½	2450	148	196	......	5065	B7.00/20	DB7.00/20	Own 4AB	6-3¾x4½	299	5.5	202	33.7	77-2400	L	C	C	7-2⅝	10 11/16	Ha	Own	U 4	No	Own	S½	H	5.67	23.4	Zen	V	DR	DR	P.Ow	Spi	L4IH	a	TX
............707	2½-3	1790	156	192	......	.....	B7.50/20	DB7.50/20	Own 8A	6-3 7/16x4⅝	240	4.6	150	26.3	68-2400	L	G	C	4-2½	8 11/16	Mo	Own	U 4	No	Own	SF	H	6.38	40.8	Str	M	DR	DR	P.Lo	Spi	L4IHV	a	TX
............612	2½-3	2800	148	196	......	5400	B7.50/20	DB7.50/20	Own 4AB	6-3¾x4½	299	5.5	202	33.7	77-2400	L	C	C	7-2⅝	10 11/16	Ha	Own	U 4	No	Own	S½	H	5.67	23.4	Zen	V	DR	DR	P.Ow	Spi	L4IHV	a	CX
............620	2½-3	4350	157	195	......	7505	B8.25/20	DB8.25/20	Own 7A	6-4 7/16x5¼	434	4.9	275	42.8	105-2100	H	C	S	7-2¾	13⅛	Ow	Own	U 4	No	Own	SF	R	6.38	41.8	Zen	M	DR	DR	P.Ow	Spi	LO4IHV	a	CI
............612K	2½-3	2950	140	180	......	5905	B7.50/20	DB7.50/20	Own 4AB	6-3¾x4½	299	5.5	202	33.7	77-2400	L	C	C	7-2⅝	10 11/16	Ha	Own	U 4	No	Own	S½	H	5.67	23.4	Zen	V	DR	DR	P.Ow	Spi	L4IH	a	TX
............712	3-4	2550	154	190	......	6400	B8.25/20	DB8.25/20	Own 9A	6-3 11/16x4⅛	303	5.9	204	34.3	85-2400	L	G	C	7-2⅞	10 11/16	Mo	Own	U 5	No	Own	2F	H	5.71	43.3	Zen	M	DR	DR	P.Ow	Spi	L4IHV	a	TX
............618	3-4	3600	166	206	......	6785	B9.00/20	DB9.00/20	Own 4AB	6-3¾x4	299	5.5	202	33.7	77-2400	L	C	S	7-2⅝	10 11/16	Ha	Own	U 5	No	Own	2F	R	8.15	61.8	Zen	V	DR	DR	P.Ow	Spi	LO4IHV	a	2I
............621	3-4	4650	157	195	......	7955	B9.00/20	DB9.00/20	Own 7A	6-4 7/16x5¼	434	4.9	275	42.8	105-2100	H	C	S	7-2¾	13⅛	Ow	Own	U 4	No	Own	SF	R	6.29	41.1	Zen	M	DR	DR	P.Ow	Spi	LO4IHV	a	CI
............621K	3-4	4900	168	215	......	9125	B9.00/20	DB9.00/20	Own 7A	6-4 7/16x5¼	434	4.9	275	42.8	105-2100	H	C	S	7-2¾	13⅛	Own	Own	U 4	No	Own	SF	R	6.29	41.1	Zen	M	DR	DR	P.Ow	Spi	LO4IHV	a	CI
............618K	3-4	3750	158	198	......	7225	B9.00/20	DB9.00/20	Own 4AB	6-3¾x4½	299	5.5	202	33.7	77-2400	L	C	S	7-2⅝	10 11/16	Ha	Own	U 5	No	Own	2F	R	8.15	61.8	Zen	V	DR	DR	P.Ow	Spi	LO4IHV	a	2I
............620K	3-4	4675	168	215	......	8555	B9.00/20	DB9.00/20	Own 7A	6-4 7/16x5¼	434	4.9	275	42.8	105-2100	H	C	S	7-2¾	13⅛	Ow	Own	U 4	No	Own	SF	R	7.32	47.9	Zen	M	DR	DR	P.Ow	Spi	O4IHV	a	CI
............630	3-4½	5000	168	215	......	8950	B9.00/20	DB9.00/20	Own 7A	6-4 7/16x5¼	434	4.9	275	42.8	105-2100	H	C	S	7-2¾	13⅛	Ow	Own	U 4	No	Own	SF	R	6.29	41.1	Zen	M	DR	DR	P.Ow	Spi	O4IHV	a	CI
............630K	3-4½	5200	168	214	......	9205	B9.00/20	DB9.00/20	Own 7A	6-4 7/16x5¼	434	4.9	275	42.8	105-2100	H	C	S	7-2¾	13⅛	Ow	Own	U 4	No	Own	SF	R	6.29	41.1	Zen	M	DR	DR	P.Ow	Spi	O4IHV	a	CI
............640	3-4½	6100	180	214	......	10185	B9.00/20	DB9.00/20	Own 5A	6-4⅝x5¾	580	4.6	385	51.3	130-2050	H	C	S	7-3	15 11/16	Ow	Own	U 5	No	Own	SF	R	5.18	33.2	Zen	E	LN	LN	P.Ow	Spi	O4IA	a	CI
............640K	3-4½	6300	180	214	......	10365	B9.00/20	DB9.00/20	Own 5A	6-4⅝x5¾	580	4.6	385	51.3	130-2050	H	C	S	7-3	15 11/16	Ow	Own	U 5	No	Own	SF	R	5.18	32.2	Zen	E	LN	LN	P.Ow	Spi	O4IA	a	CI
............730	3-4½	6000	162	180	......	10900	B9.75/20	DB9.75/20	Own 10AB	12-3⅝x3½	465	6.2	317	63.0	128-2600	L	G	C	7-2⅞	13¾	Ow	Own	U 4	No	Own	SF	R	6.29	....	Zen	M	DR	DR	P.Ow	Spi	OPXM	a	2I
............58-SS	7½	5300	196	196	......	9300	B10.50/24	DB10.50/24	Own GRB	4-4¼x5¾	326	4.3	207	28.9	54-1600	L	G	C	3-2¼	11⅜	Ow	Own	U 4	No	Own	2F	R	11.8	77.5	Zen	V	LN	LN	P.Ow	Spi	O4IA	a	CI
............631	3½-6	5750	168	215	......	9425	B9.75/20	DB9.75/20	Own 7A	6-4 7/16x5¼	434	4.9	275	42.8	105-2100	H	C	S	7-2¾	13⅛	Ow	Own	U 4	No	Own	2F	R	8.70	56.9	Zen	M	DR	DR	P.Ow	Spi	O4IA	a	CI
............631K	3½-6	5950	168	215	......	9605	B9.75/20	DB9.75/20	Own 7A	6-4 7/16x5¼	434	4.9	275	42.8	105-2100	H	C	S	7-2¾	13⅛	Ow	Own	U 4	No	Own	2F	R	8.70	56.9	Zen	M	DR	DR	P.Ow	Spi	O4IA	a	CI
............631X	7½	6100	215	215	......	10000	B10.50/20	DB10.50/20	Own 7A	6-4 7/16x5¼	434	4.9	275	42.8	105-2100	H	C	S	7-2¾	13⅛	Ow	Own	U 4	No	Own	2F	R	10.15	66.4	Zen	M	DR	DR	P.Ow	Spi	O4IA	a	2I
............641	3½-6	6450	180	214	......	10460	B9.75/20	DB9.75/20	Own 5A	6-4⅝x5¾	580	4.6	385	51.3	130-2050	H	C	S	7-3	15 11/16	Ow	Own	U 5	No	Own	2F	R	7.16	44.5	Zen	E	LN	LN	P.Ow	Spi	O4IA	a	CI
............641K	3½-6	6650	180	214	......	10660	B9.75/20	DB9.75/20	Own 5A	6-4⅝x5¾	580	4.6	385	51.3	130-2050	H	C	S	7-3	15 11/16	Ow	Own	U 5	No	Own	2F	R	7.16	44.5	Zen	E	LN	LN	P.Ow	Spi	O4IA	a	CI
............731	3½-6	6800	162	180	......	11400	B10.50/20	DB10.50/20	Own 10AB	12-3⅝x3½	465	6.2	317	63.0	128-2600	L	G	C	7-2⅞	13¾	Ow	Own	U 5	No	Own	2F	R	6.66	....	Zen	M	DR	DR	P.Ow	Spi	O4IA	a	CI
............642	4-7½	6750	180	214	......	10910	B9.75/24	DB9.75/24	Own 5A	6-4⅝x5¾	580	4.6	385	51.3	130-2050	H	C	S	7-3	15 11/16	Ow	Own	U 5	No	Own	2F	R	10.2	63.4	Zen	E	LN	LN	P.Ow	Spi	O4IA	a	CI
............643	5-9	6950	180	214	......	11210	B10.50/24	DB10.50/24	Own 5A	6-4⅝x5¾	580	4.6	385	51.3	130-2050	H	C	S	7-3	15 11/16	Ow	Own	U 5	No	Own	2F	R	10.2	63.4	Zen	E	LN	LN	P.Ow	Spi	O4IA	a	CI
............691	7-9	7250	129	129	......	12300	B10.50/24	DB10.50/24	Own 5A	6-4⅝x5¾	580	4.6	385	51.3	130-2050	H	C	S	7-3	15 11/16	Ow	Own	U 5	No	Own	2F	R	10.2	63.4	Zen	M	DR	LN	P.Ow	Spi	O4IA	a	TD
............632X	10	6600	215	...	......	11000	B10.50/24	DB10.50/24	Own 7A	6-4 7/16x5¼	434	4.9	275	42.8	105-2100	H	C	S	7-2¾	13⅛	Ow	Own	U 4	No	Own	2F	R	11.8	77.5	Zen	M	DR	DR	P.Ow	Spi	O4IA	A	CI
Willys............77	....	***	100	100	......	1584	B5.25/17	B5.25/17	Own 77	4-3⅛x4⅜	134	5.1	100	15.6	48-3200	L	C	C	3-2 5/16	5 5/16	No	Own	U 3	No	Own	S½	H	4.30	12.5	Til	M	AL	AL	P.Ow	.....	B4IM	P	4I
.........77 Panel	750 lbs.	***	100	100	2225	1584	B5.25/17	B5.25/17	Own 77	4-3⅛x4⅜	134	5.1	100	15.6	48-3200	L	C	C	3-2 5/16	5 5/16	No	Own	U 3	No	Own	S½	H	4.30	12.5	Til	M	AL	AL	P.Ow	.....	B4IM	P	4I

Four-Wheel-Drive

Coleman.......E52	2½	3800	120	144	12800	7200	B9.00/24	B9.00/24	Bud K393	6-4 7/16x4¾	393	4.9	260	42.0	103-2600	L	G	C	7-3	11½	Ha	Fu	U 4	A 2	Wis	2F	H	Opt	Opt	Zen	P	DR	DR	D.Fu	Spi	W2/4IM	p	TD
............E53	3½	5300	130	180	18900	8000	B9.75/24	B9.75/24	Bud K428	6-4⅝x4¾	428	4.7	280	45.9	107-2600	L	G	C	7-3	11½	Ha	Fu	U 4	A 2	Wis	2F	H	Opt	Opt	Zen	P	DR	DR	D.Fu	Spi	W2/4IM	p	TD
............E54	4-5	5600	130	180	20400	8800	B10.50/24	B10.50/24	Bud L468	6-4¼x5½	468	4.8	295	43.4	108-2200	L	G	C	7-3	11½	Ha	Fu	U 4	A 2	Wis	2F	E	Opt	Opt	Zen	P	DR	DR	D.Fu	Spi	W2/4IM	p	TD
............E55	5	6150	130	180	23000	9600	B11.25/24	B11.25/24	Bud L525	6-4½x5½	525	4.9	336	48.2	114-2200	L	G	C	7-3	11½	Ha	Fu	U 4	A 2	Wis	2F	H	Opt	Opt	Zen	P	DR	DR	D.Fu	Spi	W2/4IM	p	TD
............E558	5-6	7200	144	180	24500	10600	B11.25/24	B11.25/24	Bud L525	6-4½x5½	525	4.9	336	48.2	114-2200	L	G	C	7-3	11½	Ha	Fu	U 4	A 2	Wis	2F	H	Opt	Opt	Zen	P	DR	DR	D.Fu	Spi	W2/4IM	G	TD
............E56	6-7½	7800	144	180	29800	11600	B10.50/24	DB10.50/24	Bud GF6	6-4¾x6	638	4.3	410	54.1	126-1850	L	G	C	4-3	10 7/16	Bu	Fu	U 4	A 2	Wis	2F	H	Opt	Opt	Str	P	DR	DR	D.Fu	Spi	W2/4IM	G	TD
............E57	7½-10	9700	144	180	32000	12400	B11.25/24	DB11.25/24	Ste LT6	6-5¼x6	779	4.3	475	66.1	170-1800	L	G	A	7-3	13½	St	BL	U 4	A 2	Wis	2F	H	Opt	Opt	Zen	P	NE	NE	dp.BL	Spi	O2/4IA	G	TD
Corbitt (3)..10FB6	1½-2	2300	Op	Op	......	4420	B6.50/20	DB6.50/20	Con 25A	6-3⅜x4	214	4.9	142	27.3	72-3200	L	C	A	4-2⅜	6¾	Opt	BL	U 4	A 2	Ti	SF	H	6.20	Opt	Zen	M	DR	DR	P.BL	Spi	L4IH	a	TX
............9FB6	2-2½	3200	Op	Op	......	5060	B7.00/20	DB7.00/20	Con 20C	6-3⅜x4⅝	248	5.0	160	27.3	78-3200	L	C	A	7-2⅜	10 7/16	Opt	BL	U 4	A 2	Ti	SF	H	6.80	Opt	Zen	M	DR	DR	P.BL	Spi	L4IH	a	TX
............12FB6	2½-3½	4000	Op	Op	......	5630	B7.50/20	DB7.50/20	Con E602	6-4⅛x4½	360	4.4	240	40.8	90-2500	L	C	C	7-2⅝	11 11/16	Opt	Fu	U 5	A 2	Ti	SF	H	7.40	Opt	Zen	M	DR	DR	P.Li	Spi	L4IH	a	TX
............12FD6	2½-3½	4300	Op	Op	......	5730	B7.50/20	DB7.50/20	Con E602	6-4⅛x4½	360	4.4	240	40.8	90-2500	L	C	C	7-2⅝	11 11/16	Opt	Fu	U 5	A 2	Wis	2F	H	7.36	Opt	Zen	M	DR	DR	P.Li	Spi	L4IH	a	TX
............15FD6	3-4	5700	Op	Op	......	8100	B8.25/20	DB8.25/20	Con 21R	6-4⅜x4¾	428	4.6	308	45.9	118-2600	H	C	A	7-2¾	13	Opt	Fu	U 5	A 2	Wis	2F	H	8.00	Opt	Zen	M	DR	DR	P.Li	Spi	L4IHV	a	TD
............18FD6	3½-5	6300	Op	Op	......	9200	B9.00/20	DB9.00/20	Con 22R	6-4½x5¼	500	4.5	340	48.6	138-2500	H	C	A	7-2¾	13 7/16	Opt	Fu	U 5	A 2	Wis	2F	H	8.00	Opt	Zen	M	DR	DR	P.Li	Spi	L4IHV	a	TD
FWD...........HS	1½	2400	132	142	11200	4700	B6.50/20	DB6.50/20	Wau BK	6-3¾x4¼	282	5.4	185	33.8	84-3200	L	G	C	7-2⅜	10¼	Wa	BL	U 4	A 1	Ti	S	H	5.58	34.6	Zen	M	DR	DR	D.BL	Blo	L4IHV	G	TX
............H4	1½-2	3325	120	160	12800	5300	P34x7	P34x7	Wis SU	4-4x5	251	4.5	160	25.6	50-2000	H	G	C	3-2 3/16r	8	No	Cot	A 4	Op	Own	BF	H	7.86	38.0	Zen	V	DR	DR	D.DG	Blo	OT/4XM	G	2I
............H6	2-2½	3385	133	180	14800	5900	P9.00/20	P9.00/20	Wau MS	6-3¾x4¾	315	4.5	200	33.7	72-2500	L	G	C	7-2⅝	12⅜	Wa	BL	U 4	No	Own	BF	H	8.92	47.7	Zen	V	DR	DR	D.BL	Blo	OT/4XM	G	2I
............HH-6	2½-3	4135	138	170	18700	6900	P9.75/20	P9.75/20	Wau MK	6-4⅛x4¾	381	4.5	240	40.8	85-2400	L	G	C	7-2⅝	12⅜	Wa	BL	A 7	R 2	Own	BF	H	6.95	84.7	Zen	M	DR	DR	D.BL	Blo	OT/4XM	G	2I
............B	3	4200	124	156	16700	6460	S36x6	S36x6	Own A	4-4¾x5½	398	4.0	210	36.1	56-1350	T	G	C	3-2	12	Pe	Cot	A 3	Op	Own	BF	H	8.90	35.6	Str	G	DR	DR	O.ME	Blo	OT/4XM	G	2I
............CU-6	3½-4	4985	147	179	21300	8170	B10.50/20	B10.50/20	Wau SRS	6-4⅛x5⅛	411	4.6	265	40.8	91-2300	L	G	C	7-3	13⅞	Wa	Own	A 5	Op	Own	BF	H	7.35	73.0	Zen	M	DR	DR	O.HS	Blo	OT/4XM	G	2I
............CU6A	3½-4	4685	147	179	21100	8000	B10.50/20	B10.50/20	Wau SRS	6-4⅛x5⅛	411	4.6	265	40.8	91-2300	L	G	C	7-3	13⅞	Wa	BL	U 5	Op	Own	BF	H	6.72	55.2	Zen	M	DR	DR	D.BL	Blo	OT/4XM	G	4X
............8SU	4-5	5135	147	179	23600	8400	B11.25/20	B11.25/20	Wau SRL	6-4⅜x5⅛	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	Wa	Own	A 5	Op	Own	BF	H	7.35	73.0	Zen	V	DR	DR	O.HS	Blo	OT/4XM	G	2I
............8SUA	4-5	4835	147	179	23300	8100	B11.25/20	B11.25/20	Wau SRL	6-4⅜x5⅛	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	Wa	BL	U 5	Op	Own	BF	H	7.35	73.0	Zen	M	DR	DR	D.BL	Blo	OT/4XM	G	2I
............M5	5-7½	7400	165	195	31700	11600	B12.75/20	B12.75/20	Wau SRK	6-4⅝x5⅛	517	4.6	330	51.3	110-2300	L	G	C	7-3	13⅞	Wa	BL	U 4	A 2	Wis	2F	H	10.0	207	Zen	M	DR	DR	D.BL	Blo	B4IMV	G	T4
............MF6	5-6	5785	147	179	24300	9100	B10.50/20	DB10.50/20	Wau SRK	6-4⅝x5⅛	517	4.6	330	51.3	110-2300	L	G	C	7-3	13⅞	Wa	Own	A 5	Op	Own	BF	H	7.35	73.0	Zen	M	DR	DR	D.BL	Blo	O4TB	G	4X
(Fr. Wh. Dr.)LBU	5-6	4800	171	Op	23600	9000	B9.00/20	DB9.00/20	Wau SRS	6-4⅛x5⅛	411	4.6	265	40.8	91-2300	L	G	C	7-3	13⅞	Wa	BL	U 4	Op	Own	D	H	7.35	39.5	Zen	M	DR	DR	D.BL	Blo	O4IM	G	4D
............MJ5	5-6	6335	165	195	27700	10700	B10.50/20	DB10.50/20	Wau SRK	6-4⅝x5⅛	517	4.4	330	51.3	110-2300	L	G	C	7-3	13⅞	Wa	BL	U 4	A 2	Wis	2F	H	7.50	188	Zen	M	DR	DR	dp.BL	Blo	B4IMV	G	T4
........(T) T-26	6-7	2500	127	Op	26000	4950	B9.00/20	B9.00/20	Wau BK	6-3¾x4¼	282	5.4	185	33.8	84-3200	L	G	C	7-2⅜	10¼	Wa	BL	U 4	A 1	Ti	S	H	7.10	43.9	Zen	M	DR	DR	D.BL	Blo	L4IHV	G	TX
............M7	7½-10	8500	165	195	37600	12300	P40x10	DP40x10	Wau RB	6-5x5¾	677	4.4	460	60.0	145-2000	L	G	H	4-3½	11⅝	Wa	BL	U 4	A 2	Wis	2F	H	8.36	173	Zen	M	DR	DR	D.BL	Blo	B4IMV	G	T4
........(T) 60-T	20-25	6300	134	Op	60000	10000	B10.50/20	DB10.50/20	Wau 125	6-4⅜x5⅛	462	5.2	330	45.9	125-2500	F	G	H	7-3	13⅞	Wa	Own	U 5	Op	Own	BF	H	7.35	73.0	Zen	P	DR	DR	O.ME	Blo	O4A	G	T4
........(T) 72-T	25-30	7000	120	Op	72000	10450	B9.75/20	DB9.75/20	Wau 125	6-4⅜x5⅛	462	5.2	330	45.9	125-2500	F	G	H	7-3	13⅞	Wa	BL	A 4	No	Wis	2F	H	6.70	47.4	Zen	M	DR	DR	D.BL	Blo	4A	G	T4

(For abbreviations see page 260)

AMERICAN TRUCKS—Continued

MAKE AND MODEL	GENERAL (See Keynote)						TIRE SIZE		ENGINE														GEARSET		REAR AXLE						FUEL SYST.	ELEC-TRICAL				BRAKES		
																	MAIN BEARINGS									GEAR RATIOS										SERVICE		
	Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	Front	Rear	Make and Model	No. of Cylinders, Bore and Stroke	Displacement	Comp. Ratio	Torque Lb. Ft.	A.M.A. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Argmt.	Camshaft Drive	Piston Materia	Number and Diameter	Length	Governor Make	Make	Location, Forward Speeds Aux. Location and Speeds	Make	Gear and Type	Drive & Torque	In High	In Low	Carburetor Make	Fuel Feed	Ignition System Make	Generator, Starter Make	Clutch Type and Make	Universals Make	Make Location Type Operat'n	Drum Material	Hand Location Type
Indiana	12X4	1½	2650	141	...	10000	4350	B6.50/20	DB6.50/20	Her JXC	6–3¾x4¼	282	5.4	176	33.8	73–2800	L	G	A	7–2⅝	10⅜	Opt	BL	U 4	A 2	Tl	SF	H	5.14	54.0	Str	M	AL	AL	P.BL	Spi	L4IH	G	CD
	14X4	2½	3950	141	...	14000	5900	B7.50/20	DB7.50/20	Her WXB	6–3¾x4½	298	4.7	190	33.7	70–2600	L	G	A	7–2⅝	13¼	Ha	BL	U 4	U 2	Wls	SF	H	5.40	50.0	Str	M	AL	AL	P.BL	Spi	L4IH	G	CD
	16X4	3	4850	156	...	16000	7500	B8.25/20	DB8.25/20	Her WXC2	6–4½x4½	361	4.7	235	38.4	82–2400	L	G	A	7–2⅝	13¼	Ha	BL	U 4	U 2	Wls	2F	H	6.06	89.0	Str	M	AL	AL	P.BL	Spi	L4IHV	G	CD
	18X4	3½	5850	160	...	21000	9000	B9.00/20	DB9.00/20	Her YXC	6–4¾x4¾	429	4.5	283	45.9	94–2200	L	G	A	7–3	14	Ha	BL	U 4	A 2	Wls	2F	H	7.83	110.	Str	M	AL	AL	P.BL	Spi	L4IHV	G	CD
	18X4A	3½	5400	160	224	21000	8700	B9.00/20	DB9.00/20	Her YXC	6–4¾x4¾	478	4.4	315	51.3	104–2200	L	G	A	7–3	14	Ha	BL	U 4	A 2	Tl	SF	H	6.14	38.6	Str	M	AL	AL	P.BL	Spi	L4IHV	G	CD
	20X4	4½	7200	188	...	24000	9800	B9.75/20	DB9.75/20	Her RXB	6–4½x5¾	501	5.0	330	48.6	110–2200	L	G	A	7–3	12½	Ha	BL	U 4	A 2	Wls	2F	H	8.00	128.	Str	M	AL	AL	P.BL	Spi	L4IHV	G	CD
	22X4	5	10000	200	...	31000	14000	B10.50/20	DB10.50/20	Her HXC	6–5¼x6	779	4.5	505	66.2	163–2000	L	G	A	7–3½	17½	Ha	BL	U 4	A 2	Wls	2F	H	9.11	86.0	Str	M	AL	AL	P.BL	Spi	Ws4IA	G	CD
Mar.-Herr	A10	1½–2	2350	135	155	.....	4705	B6.50/20	DB6.50/20	Her JXA	6–3¾x4¼	228	5.1	156	27.3	68–2800	L	G	C	7–2½	10⅜	No	WG	U 4	A 2	Own	BF	H	6.60	82.3	Zen	M	DR	DR	P.BB	Spi	L4IH	a	PX
	A20	2½–3	3250	135	155	.....	5345	B7.50/20	DB7.50/20	Her JXC	6–3¾x4¾	282	5.3	193	33.7	84–2800	L	G	A	7–2½	10⅜	No	Cla	U 6	A 2	Own	BF	H	5.83	80.4	Zen	M	DR	DR	P.BB	Spi	L4IH	a	FD
	A30	3½–4	4300	155	167	.....	7050	B8.25/20	DB8.25/20	Her WXC	6–4x4½	339	5.0	235	38.4	94–2800	L	G	A	7–2⅝	13¼	Ha	Fu	U 5	A 2	Own	BF	H	6.17	105.	Zen	M	DR	DR	D.Fu	Blo	L4IHV	a	FD
	A40	4–4½	4800	155	167	.....	7955	B9.00/20	DB9.00/20	Her WXC3	6–4¼x4½	383	5.0	265	43.3	106–2800	L	G	A	7–2⅝	13¼	Ha	Fu	U 5	A 2	Own	BF	H	7.80	133.	Zen	M	DR	DR	D.Fu	Blo	L4IHV	a	FD
	A50	4–4½	5700	155	167	.....	8100	B9.00/20	DB9.00/20	Her WXC3	6–4¼x4¼	383	5.0	265	43.3	106–2800	L	G	A	7–2⅝	13¼	Ha	Fu	U 5	A 2	Own	2F	H	8.0	136.	Zen	M	DR	DR	D.Fu	Blo	Ws2/4IA	a	FD
	TH300	4½	6150	163	193	.....	8585	B9.75/20	DB9.75/20	Her YXC	6–4¾x4¾	428	4.4	280	45.9	94–2200	L	G	A	7–3	14	Ha	Fu	U 5	A 2	Own	2F	H	8.0	143.	Zen	M	DR	DR	D.Fu	Blo	Ws2/4IA	a	FD
	TH310	5–5½	7150	163	193	.....	9650	B9.75/20	DB9.75/20	Her YXC3	6–4¾x4¾	478	4.4	320	51.3	104–2200	L	G	A	7–3	14	Ha	Fu	U 5	A 2	Own	2F	H	8.0	153.	Zen	M	DR	DR	D.Fu	Blo	Ws2/4IA	a	FD
	TH310A	6	8050	163	193	.....	10300	B9.75/22	DB9.75/22	Her RXC	6–4½x5¼	529	4.9	350	51.3	114–2200	L	G	A	7–3	14	Ha	Fu	U 5	A 2	Own	2F	H	8.05	146.	Zen	M	DR	DR	D.Fu	Blo	Ws2/4IA	a	FD
	(13) TH315	7	9350	180	216	.....	12500	B10.50/20	DB10.50/20	Her HXB	6–5x6	707	4.5	460	60.0	148–2000	L	G	A	7–3½	17	Ha	BL	U 4	A 3	Own	2F	H	8.05	146.	Zen	M	DR	DR	dp.BL	Blo	Ws2/4IA	a	FD
	(13) TH320	8–9	11500	198	228	.....	13750	B10.50/24	DB10.50/24	Her HXC	6–5¼x6	779	4.5	508	66.2	164–2000	L	G	A	7–3½	17	Ha	BL	U 4	A 3	Own	2F	H	8.88	184.	Zen	M	DR	DR	dp.BL	Blo	Ws2/4IA	a	2FD
Oshkosh	JB	1½–2	2280	146	170	10550	4975	B7.00/20	DB7.00/20	Her JXB	6–3¾x4¼	263	5.4	164	31.5	68–2800	L	G	C	7–2½	10⅜	No	WG	U 4	A 2	Own	F	H	5.14	63.7	Zen	M	DR	DR	P.BB	Spi	L4IH	P	TX
	JC	2	2380	146	170	10565	4990	B7.00/20	DB7.00/20	Her JXC	6–3¾x4¾	282	5.3	176	33.7	73–2800	L	G	C	7–2½	10⅜	No	Fu	U 4	A 2	Own	F	H	5.14	51.4	Zen	M	DR	DR	P.BB	Spi	L4IH	P	TX
	WLD	3–3½	4885	146	201	18500	6900	B9.75/20	B9.75/20	Her WXC3	6–4¼x4½	383	4.7	265	43.3	96–2200	L	G	C	7–2⅝	13¼	Ha	Fu	U 5	A 2	Own	2F	H	8.40	93.1	Zen	M	DR	DR	P.BB	Spi	B4IMV	G	TX
	WLX	3–3½	4490	146	201	18300	6700	B9.75/20	B9.75/20	Her WXC2	6–4½x4½	360	4.7	245	40.3	90–2200	L	G	C	7–2⅝	13¼	Ha	Fu	U 5	A 1	Own	2F	H	6.36	50.1	Zen	M	DR	DR	P.BB	Spi	B4IMV	G	TX
	B3S	3½–4	4960	146	165	19475	8175	B10.50/20	B10.50/20	Her WXC3	6–4¼x4½	383	4.7	265	43.3	91–2000	L	G	C	7–2⅝	13¼	Ha	Fu	U 5	A 2	Own	SF	H	6.10	86.2	Zen	M	LN	RB	P.BB	Spi	B4IMV	G	TX
	B3D	3½–4	5490	146	165	19700	8400	B10.50/20	B10.50/20	Her WXC3	6–4¼x4½	383	4.7	265	43.3	91–2000	L	G	C	7–2⅝	13¼	Ha	Fu	U 5	A 2	Own	2F	H	7.00	98.0	Zen	M	LN	RB	P.BB	Spi	B4IMV	G	TX
	C3S	4–5	5250	148	165	21850	8350	B11.25/20	B11.25/20	Her YXC2	6–4½x4¾	453	4.4	297	48.6	95–2000	L	G	C	7–3	15	Ha	Fu	U 5	A 2	Own	SF	H	6.10	86.8	Zen	M	LN	RB	P.BB	Spi	B4IMV	G	TX
	C3D	4–5	5945	146	165	22200	8700	B11.25/20	B11.25/20	Her YXC2	6–4½x4¾	453	4.4	297	48.6	95–2000	L	G	C	7–3	15	Ha	Fu	U 5	A 2	Own	2F	H	6.40	90.2	Zen	M	LN	RB	P.BB	Spi	B4IMV	G	TX
	FC	5	6190	146	165	22725	9225	B11.25/20	B11.25/20	Her RXB	6–4½x5¼	500	4.9	330	48.6	106–2000	L	G	A	7–3	12½	Ha	Fu	U 5	No	Own	2F	H	7.60	67.6	Zen	M	LN	RB	P.BB	Spi	B4IMV	G	TX
	FB	5–6	6590	146	165	26000	10000	B11.25/20	B11.25/20	Her RXC	6–4½x5½	529	4.9	350	51.3	112–2000	L	G	A	7–3	12½	Ha	Fu	U 5	A 2	Own	2F	H	7.60	106.	Zen	M	LN	RB	P.BB	Spi	B4IMV	G	TX
	FD	6–7½	7350	146	165	30000	11500	B10.50/20	DB10.50/20	Her RXC	6–4½x5¼	529	4.9	350	51.3	112–2000	L	G	A	7–3	12½	Ha	Fu	U 5	A 2	Own	2F	H	7.20	101.	Zen	M	LN	RB	P.BB	Spi	B4IMV	G	TX
	BG3	7½–10	8500	165	175	37000	13200	P40x10	DP40x10	Her HXB	6–5x6	707	4.5	460	60.0	148–2000	L	G	A	7–3½	17	Ha	BL	U 4	A 3	Own	2F	H	6.20	101.	Zen	M	LN	LN	dp.BL	Spi	B4IMV	G	FD
	GD	10	10000	165	175	38000	14200	B13.50/20	B13.50/20	Her HXD	6–5½x6	855	4.5	555	72.8	180–2000	L	G	A	7–3½	17	Ha	BL	U 4	A 3	Own	2F	H	6.10	99.3	Zen	M	LN	LN	dp.BL	Spi	B4IMV	G	FD
Walter	FN	2½–3½	4600	126	150	16000	6500	B9.75/20	B9.75/20	Own 6MK	6–4½x4¾	381	4.5	240	40.0	85–2200	L	G	C	7–2½	12⅜	Ow	Own	U 5	No	Own	2D	H	7.0	70.0	Zen	P	DR	DR	P.Ow	Own	O4FXM	D	FM
	FM	4–5	5500	126	150	20000	7500	B9.00/20	DB9.00/20	Own 6SRL	6–4¾x5½	462	4.5	300	46.0	100–2000	L	G	C	7–3	13⅞	Ow	Own	U 5	No	Own	2D	H	6.0	60.0	Zen	P	DR	DR	P.Ow	Own	O4FXM	D	FM
	FCKD	5–6	6600	124	136	25000	9000	B9.75/24	DB9.75/24	Own SRK	6–4¾x5½	517	4.5	330	51.0	110–2000	L	G	C	7–3	13⅞	Ow	Own	U 5	No	Own	2D	H	8.5	85.0	Zen	V	Sc	DR	P.Ow	Own	O4FXM	D	FX
	FCS	5–7	7200	136	160	27000	9500	B9.75/24	DB9.75/24	Own 6SRK	6–4¾x5½	517	4.5	330	51.0	110–2000	A	C	C	7–3	13⅞	Ow	Own	U 5	No	Own	2D	H	8.5	85.0	Zen	V	Sc	DR	P.Ow	Own	O4FXM	D	FX
	FBS	5–8	8000	136	160	30000	10500	B10.50/24	DB10.50/24	Own 6RB	6–5x5¾	677	4.5	440	60.0	150–2000	L	G	C	7–3½	10⅝	Ow	Own	U 5	No	Own	2D	H	8.5	85.0	Zen	P	Sc	DR	P.Ow	Own	O4FXM	D	FX
	FBRS	7–10	8600	136	160	35000	11500	B11.25/24	DB11.25/24	Own 6RB	6–5x5¾	677	4.5	440	60.0	150–2000	L	G	C	7–3½	10⅝	Ow	Own	U 5	No	Own	2D	H	8.5	85.0	Zen	P	Sc	DR	P.Ow	Own	O4FXM	D	FX
Six-Wheelers																																							
B'kway	180SBT	2C	5–7½	4350	212	224	28000	9795	B8.25/20	DB8.25/20	Con 32B	6–4½x4½	360	4.5	240	40.8	90–2500	H	G	N	7–2⅝	13	KP	Fu	U 5	Op	Ti	SF	T	6.14	48.5	Zen	M	AL	AL	P.Li	Spi	L6IHV	G	CD
Corbitt	16SFD6	2–3	5500	Op	Op	.....	5110	B6.50/20	DB6.50/20	Con E602	6–4½x4½	360	4.4	240	40.8	90–2500	L	C	C	7–2⅝	11⅜	Op	Fu	U 5	A 2	Ti	2F	R	7.36	Opt	Zen	M	DR	DR	P.Li	Spi	L6IH	a	TD
	(3) 16SFD8	6	2½–4	5900	Op	Op	.....	7040	B7.50/20	DB7.50/20	Lyc AEF	8–3¾x4¾	420	5.2	300	44.4	130–2800	L	G	A	5–2¾	12¾	Ly	Fu	U 5	A 2	Ti	2F	R	7.36	Opt	Str	M	DR	DR	P.Li	Spi	Ws6IA	a	TD
	20SW6	4R	3–5	5720	Op	Op	.....	9000	B7.50/20	DB7.50/20	Con 20R	6–4½x4¾	381	4.6	276	40.0	106–2600	H	C	C	7–2¾	13	No	BL	U 5	No	Ti	w/2F	R	Opt	Opt	Zen	M	DR	DR	P.BL	Spi	Ws6IA	a	TD
	28SW6	4R	5–7½	6380	Op	Op	.....	10000	P34x7	DP34x7	Con 21R	6–4¾x4¾	428	4.6	276	45.9	118–2600	H	C	C	7–2¾	13	No	BL	A 7	No	Ti	w/2F	R	Opt	Opt	Zen	M	DR	DR	P.BL	Spi	Ws6IA	a	TD
	28SFD6	6	5–7½	8900	Op	Op	.....	11700	B8.25/20	DB8.25/20	Con 22R	6–4½x5¼	500	4.5	340	48.6	138–2500	H	C	A	7–2¾	13⅞	Op	Fu	U 5	A 2	Ti	2F	R	8.44	Opt	Zen	M	DR	DR	P.Li	Spi	Ws6IA	a	TD
	36SW6	4R	7½–10	8800	Op	Op	.....	11500	P36x8	DP36x8	Con 21R	6–4¾x4¾	428	4.6	276	45.9	118–2600	H	C	C	7–2¾	13	No	BL	A 7	No	Ti	w/2F	R	Opt	Opt	Zen	M	DR	DR	P.BL	Spi	Ws6IA	a	TD
	36SFD6	6	7½–10	12300	Op	Op	.....	14600	B9.00/22	DB9.00/22	Her HXB	6–5x6	707	4.5	460	60.0	150–2000	L	G	A	7–3½	17	Op	BL	U 4	A 3	Ti	2F	R	8.15	Opt	Str	M	DR	DR	dp.BL	Spi	Ws6IA	a	TD
	40SW6	4R	10–15	11000	Op	Op	.....	13000	P38x9	DP38x9	Con 16H	6–4¾x5¾	611	4.5	384	54.1	127–2300	L	G	A	7–3	13⅜	No	BL	A 7	No	Ti	w/2F	R	Opt	Opt	Zen	M	DR	DR	P.BL	Spi	Ws6IA	a	TD
	45SFD6	6	10–15	16900	Op	Op	.....	15400	B9.75/22	DB9.75/22	Her HXC	6–5¼x6	779	4.5	508	66.2	164–2000	L	G	A	7–3½	17	Op	BL	U 4	A 3	Ti	2F	R	8.15	Opt	Str	M	DR	DR	dp.BL	Spi	Ws6IA	a	TD
Day Elder	150	3	1645	176	189	15000	5300	B6.00/20	DB6.00/20	Her JXB	6–3⅜x4¼	263	4.4	164	31.5	68–2800	L	G	C	7–2½	10⅜	No	W	U 4	No	Ti	BF	H	5.66	36.2	Zen	M	DR	DR	P.BB	Spi	L6IH	a	XF
	285	4R	8	5295	205	234	29500	12000	B8.25/20	DB8.25/20	Her RXC	6–4½x5¼	529	4.4	350	51.3	114–2200	L	G	A	7–3	12½	No	BL	U 4	No	Ti	S WF	R	7.50	47.6	Zen	M	DR	DR	P.BL	Spi	L6IH	a	DF
	345	4R	10	6395	205	234	34500	12500	B9.00/20	DB9.00/20	Her RXC	6–4½x5¼	529	4.4	350	51.3	114–2200	L	G	A	7–3	12½	No	BL	U 4	No	Ti	S WF	R	8.50	54.0	Zen	M	DR	DR	P.BL	Spi	Ws6IA	a	DF
	402	4R	12	7495	205	234	40200	14200	B9.75/20	DB9.75/20	Her RXC	6–4½x5¼	529	4.4	350	51.3	114–2200	L	G	A	7–3	12½	No	BL	U 5	No	Ti	S WF	R	9.0	63.6	Zen	M	DR	DR	P.BL	Spi	Ws6IA	a	DF
DodgeBros	KS75	2C	3–9	3995	221	221	30000	8350	B9.00/20	DB9.00/20	Own	6–3½x5	309	4.7	198	21.–	96–3000	L	G	S	7–2⅝	11¼	Ha	Own	U 4	No	Own	SF	H	7.13	48.2	Det	M	DR	DR	P.BB	Own	O6IHV	a	CD
Fageol	226HP	2R	5–6	3150	195	220	22600	7600	B7.50/20	DB7.50/20	Wau 6-90	6–3½x4¾	255	5.3	182	27.3	90–3200	F	G	A	4–2¼	7¼	Wa	BL	U 4	No	Ti	BF	R	7.4	47.4	Zen	M	DR	DR	P.BL	Spi	L4IHV	G	TX
	326HP	2R	6–8	4850	195	220	30400	9700	B9.00/20	DB9.00/20	Wau 6-110	6–4x4¾	358	5.2	254	38.4	110–2800	F	G	A	7–2¼	12½	Wa	BL	U 4	No	Ti	BF	R	7.8	56.8	Zen	M	DR	DR	P.BL	Spi	L4IHV	G	FD
	8-46HP	4R	8	8000	195	220	40500	14100	B9.75/20	DB9.75/20	Wau 6-125	6–4¾x5½	462	5.2	324	46.0	125–2600	F	G	A	7–3	13⅞	Wa	BL	U 4	A 3	Ti	WF	R	5.7	120.4	Zen	M	DR	DR	P.BL	Spi	Ws4rIA	H	FD
	8-46AL	4R	8	9000	195	220	40500	11950	B9.75/20	DB9.75/20	Wau 6-125	6–4¾x5½	462	5.2	324	46.0	125–2600	F	G	A	7–3	13⅞	Wa	BL	U 4	A 3	Ti	WF	R	5.7	120.4	Zen	M	DR	DR	P.BL	Spi	Ws4rIA	H	FD
(D)	846AL-D	4R	8	11000	195	200	40500	13050	B9.75/20	DB9.75/20	Wau 6D125	6–4¾x5½	585	17.	350	54.1	125–2200	H	G	A	7–3⅝	18¾	Wa	BL	U 4	A 3	Ti	WF	R	5.7	120.	No	M	CI	LN	P.BL	Spi	Ws4rIA	H	FD
	10-46RB	4R	10	9200	232	232	56000	15300	B9.75/20	DB9.75/20	Wau 6RB	6–5x5¼	677	4.4	440	60	125–1800	L	G	A	4–3½	11⅝	No	BL	U 4	A 3	Ti	WF	R	6.2	135.2	Zen	M	DR	DR	P.BL	Spi	Ws4rIA	H	FD
	10-46AL	4R	10	10200	232	232	56000	13200	B9.75/20	DB9.75/20	Wau 6RB	6–5x5¼	677	4.4	440	60.0	125–1800	L	G	A	4–3½	11⅝	No	BL	U 4	A 3	Ti	WF	R	6.2	135.2	Zen	M	DR	DR	P.BL	Spi	Ws4rIA	H	FD
(D)	1046AL-D	4R	10	11575	232	232	56000	14300	B9.75/20	DB9.75/20	Wau 6D140	6–5x5½	648	17.	410	60.0	140–2200	H	G	A	7–3⅝	18¾	Wa	BL	U 4	A 3	Ti	WF	R	6.2	135.	No	M	CI	LN	P.BL	Spi	Ws4rIA	H	FD
Federal	21	2R	3	1420	172	198	15000	4800	B6.00/20	DB6.00/20	Her JXB	6–3½x4¼	263	5.4	164	31.5	67–2600	L	G	A	7–2½	10⅜	Mo	WG	U 4	No	ClaI	SF	R	6.38	40.8	Zen	M	DR	DR	P.BB	Spi	L6IH	a	TX
FWD	MX6	6	10–15	12255	200	Op	52400	17100	B13.50/20	B13.50/20	Wau RB	6–5x5¾	677	5.2	460	60.0	125–2000	L	G	H	4–3½	11⅜	Wa	BL	U 4	A 2	Wis	2F	H	8.36	173	Zen	M	DR	DR	D.BL	Blo	B6IMV	G	T4
	X6	4F	10–12	8165	170	Op	40000	13400	B10.50/20	DB10.50/20	Wau 125	6–4½x5½	462	5.2	330	45.9	125–2500	F	G	H	7–3	13⅜	Wa	Own	A 5	Op	Own	BF	H	6.72	66.8	Zen	M	DR	DR	D.BL	Blo	O6IA	G	4I
Hendrick'n	21D	4R	2–6	3500	Op	Op	21000	6800	B7.50/20	DB7.50/20	Wau 6-90	6–3½x4¾	255	4.6	182	27.3	90–3200	F	G	C	4–2¼	6¼	Wa	Fu	U 5	No	Own	SF	H	Opt	Opt	Zen	M	DR	DR	D.Fu	MM	L4IHV	p	TD
	25D	4R	3–8	3900	Op	Op	25000	8000	B8.25/20	DB8.25/20	Wau 6-110	6–4x4¾	358	4.6	254	38.4	110–2800	F	G	C	7–2¾	12½	Wa	Fu	U 5	No	Own	SF	H	Opt	Opt	Zen	M	DR	DR	D.Fu	MM	L4IHV	p	TD
	32D	4R	4–9	4900	Op	Op	32000	10500	B9.00/20	DB9.00/20	Wau 6-110	6–4x4¾	358	4.6	254	38.4	110–2800	F	G	C	7–2¾	12½	Wa	Fu	U 5	No	Own	SF	R	Opt	Opt	Zen	M	DR	DR	D.Fu	MM	L4IHV	G	TD
	38D	4R	5–12	6600	Op	Op	38000	11200	B9.75/20	DB9.75/20	Wau 6-125	6–4¾x5½	462	4.6	324	45.9	125–2600	F	G	C	7–3	13¾	Wa	Fu	U 5	No	Own	SF	R	Opt	Opt	Zen	M	DR	DR	D.Fu	MM	L4IHV	G	TD
	40D	4R	12	8000	Op	Op	40000	13200	B9.75/20	DB9.75/20	Wau 6-125	6–4¾x5½	462	4.6	324	45.9	125–2600	F	G	C	7–3	13¾	Wa	Fu	U 5	No	Eat	2F	R	Opt	Opt	Zen	M	DR	DR	D.Fu	Blo	Ws4IA	G	TD
	44D	4R	12	9000	Op	Op	44000	14000	B9.75/20	DB9.75/20	Wau 6RB	6–5x5¾	677	4.6	440	60.6	126–1850	L	G	C	4–3½	10⅞	Wa	BL	A 7	No	Eat	2F	R	Opt	Opt	Zen	M	DR	DR	D.BL	Blo	Ws4IA	G	TD

Hug.....97LD	4R	7½	8120	148	148	50000	12990	B10.50/20	DB10.50/20	Bud L525	6-4½x5½	525	4.8	336	48.6	111-2200	L	G	B	7-3	11½	Pe	Fu	U 5	A 2	Wis	2F	R	6.53	133	Zen	M	DR	DR	D.Fu	Blo	L4rIH	G	TD
..........99	4R	10	9650	148	148	64500	15100	B10.50/20	DB10.50/20	Bud GF6	6-4¾x6	638	4.3	410	54.1	126-1850	L	G	C	4-3	10 11/16	Pe	Fu	U 4	A 3	Wis	2F	R	7.66	139	Zen	M	AL	DR	D.Fu	Blo	Ws6IA	G	TD
Ind..95SBT-151	2C	3	1875	168	186	20000	6125	P32x6	DP32x6	Her JXC	6-3¾x4¼	282	5.3	186	33.7	73-2800	L	G	A	7-2½	10 11/16	No	BL	U 4	No	Ti	SF	T	7.4	45.8	Str	M	AL	AL	P.BL	Spl	L6IHV	G	TX
....95SW-75	4R	3	1900	168	186	20000	5800	P32x6	DP32x6	Her JXC	6-3¾x4¼	282	5.3	186	33.7	73-2800	L	G	A	7-2½	10 11/16	No	BL	U 4	No	Ti	WF	T	7.4	45.8	Str	M	AL	AL	P.BL	Spl	L6IHV	G	TX
...17ASW151	4R	3	3450	188	212	24000	7500	B8.25/20	DB8.25/20	Her WXC	6-4x4½	339	4.7	210	38.4	76-2400	L	G	A	7-2⅝	13¼	Op	BL	U 4	Op	Ti	WF	T	6.4	403	Str	M	AL	AL	P.BL	Spl	L4IHV	G	CD
...17SBT251	2C	4	3500	188	224	28000	8850	P34x7	DP34x7	Her YXC	6-4⅜x4¾	428	4.4	283	45.9	94-2200	L	G	A	7-3	14	Ha	BL	U 4	Op	Ti	SF	T	6.1	37.8	Str	M	AL	AL	P.BL	Spl	L6IHV	G	CD
....17SW251	4R	4	3900	188	224	28000	9500	P34x7	DP34x7	Her YXC	6-4⅜x4¾	428	4.4	283	45.9	94-2200	L	G	A	7-3	14	Ha	BL	U 4	Op	Ti	WF	T	6.2	38.1	Str	M	AL	AL	P.BL	Spl	L6IHV	G	CD
.........16X6	6	3	5650	170	...	20000	8000	B7.00/20	DB7.00/20	Her RXB	6-4½x5¼	501	5.0	330	48.6	110-2200	L	G	A	7-3	12½	Ha	BL	U 4	U 2	Wis	2F	H	4.66	30.8	Str	M	AL	AL	P.BL	Spl	L6IHV	G	CD
.........18X6	6	3½	6650	170	...	28000	10500	B8.25/20	DB8.25/20	Her RXC	6-4⅝x5¼	529	4.9	350	51.3	115-2200	L	G	A	7-3	12½	Ha	BL	U 4	A 2	Wis	2F	H	7.83	110	Str	M	AL	AL	P.BL	Spl	L6IHV	G	CD
.........20X6	6	4½	8950	188	...	36000	14000	B9.00/20	DB9.00/20	Her HXC	6-5¼x6	779	4.5	505	66.2	163-2000	L	G	A	7-3½	17½	Ha	BL	U 4	A 2	Wis	2F	R	8.95	84.0	Str	M	AL	AL	P.BL	Spl	Ws6IA	G	CD
.........22X6	6	5	12100	200	...	40000	16000	B9.75/20	DB9.75/20	Her HXD	6-5½x6	855	4.5	555	72.8	180-2000	L	G	A	7-3½	17½	Ha	BL	U 4	A 2	Wis	2F	R	9.11	86.0	Str	M	AL	AL	P.BL	Spl	Ws6IA	G	CD
Ken....89SBT	2C	7	2380	188	224	25500	7350	P32x6	DP32x6	Her JXC	6-3¾x4¼	282	4.7	176	33.7	73-2700	L	G	A	7-2½	10 11/16	No	BL	U 4	Op	Ti	SF	A	7.4	45.5	Zen	M	DR	DR	P.BL	Spl	L6IHV	a	TX
.....127SBT	2C	8	3450	188	224	26000	8000	B8.25/20	DB8.25/20	Her WXC2	6-4⅛x4½	361	4.4	235	40.8	83-2400	L	G	A	7-2⅝	13¼	No	BL	U 4	Op	Ti	SF	A	7.4	45.5	Zen	M	DR	DR	P.BL	Spl	L6IHV	a	FD
.....146SBT	2C	9	4250	188	224	33000	9000	B9.00/20	DB9.00/20	Bud K393	6-4 1/16x4¾	393	4.9	260	42.1	103-2600	L	G	C	7-3	11½	No	BL	U 4	Op	Ti	SF	A	7.8	48	Zen	M	DR	DR	P.BL	Spl	L6IHV	a	FD
...D-146-SW		9	7500	210	240	33000	10500	B9.00/20	DB9.00/20	Bud 6D-415	6-4x5½	415	14.3	264	38.4	93-2000	H	G	A	7-3	11½	Pe	BL	U 4	Op	Ti	SF	H	7.5	47.6	No	B	No	LN	P.BL	Spl	Ws6IA	a	FD
.....186SDT	2C	10	6450	205	235	38000	10500	B9.00/20	DB9.00/20	Her YXC2	6-4½x4¾	453	4.7	300	48.6	98-2200	L	G	A	7-3	14	Ha	BL	U 4	A 3	Ti	2F	H	7.33	104	Zen	M	DR	DR	P.BL	Spl	Ws4rA	a	FD
.....241SDT	2C	10	6850	205	235	40500	11000	B9.00/20	DB9.00/20	Her RXB	6-4½x5¼	501	4.9	330	8.6	110-2200	L	G	A	7-3	12½	Ha	BL	U 4	A 3	Ti	2F	H	7.33	85.5	Zen	M	DR	DR	P.BL	Spl	Ws4rA	a	FD
.....D-346-C	4R	10	10250	210	240	40500	14300	B9.75/20	DB9.75/20	Cum HA6	6-4⅞x6	672	17	420	57	125-1800	H	G	C	7-3¼	13⅝	Cu	BL	U 4	A 3	Ti	WF	H	6.8	92	No	C	No	LN	P.BL	Spl	Ws4rA	a	FD
.........346A	4R	10	8800	210	240	40500	13000	B9.75/20	DB9.75/20	HaS 160	6-4¼x5½	468	4.4	322	43.3	125-2400	H	C	A	4-2¾	10⅝	No	BL	U 4	A 3	Ti	WF	H	7.25	84.5	Zen	M	DR	DR	P.BL	Spl	Ws4rA	a	FD
.........346B	4R	10	8550	210	240	40500	13000	B9.75/20	DB9.75/20	Bud GF-6	6-4¾x6	638	4.3	410	54.1	126-1850	L	C	C	4-3	10 11/16	Bu	BL	U 4	A 3	Ti	WF	H	7.25	98.4	Zen	M	DR	DR	P.BL	Spl	Ws4rA	a	FD
.........346C	4R	10	9500	210	240	40500	14000	B9.75/20	DB9.75/20	HaS 175	6-5x6	707	4.4	506	60.0	170-2000	H	C	A	7-3¼	11 1/16	HS	BL	U 4	A 3	Ti	WF	H	7.25	98.4	Zen	M	DR	DR	P.BL	Spl	Ws4rA	a	FD
.........386C	4R	10	10200	210	240	50100	14500	B9.75/20	DB9.75/20	HaS 175	6-5x6	707	4.4	506	60.0	170-2000	H	C	A	7-3¼	11 1/16	HS	BL	U 4	A 3	Ti	WF	H	7.60	103	Zen	M	DR	DR	P.BL	Spl	Ws4rA	a	FD
Kleiber......81		5	3200	180	190	20000	6500	P32x6	DP32x6	Her JXB	6-3⅝x4¼	263	5.4	164	31.5	70-3000	L	G	C	7-2½	10 11/16	No	BL	U 4	No	Ti	BF	R	5.14	32	Str	M	DR	DR	P.BL	Spl	L6IHV	G	TD
..........121		7	4200	190	200	26000	8500	B8.25/20	DB8.25/20	Con 18R	6-4x4½	339	4.2	212	38.4	90-2700	H	C	C	7-2¾	13 1/16	No	BL	U 4	No	Ti	BF	R	6.17	33.4	Str	M	DR	DR	D.BL	Spl	L6IHV	G	TD
..........141		9	5000	200	210	33000	9500	B9.00/20	DB9.00/20	Con 21R	6-4⅜x4¾	427	4.2	270	45.9	118-2500	H	C	C	7-2¾	13 1/16	No	BL	U 4	No	Ti	BF	R	6.84	41	Str	M	DR	DR	D.BL	Spl	L6IHV	G	TD
La Fran-R..Q6	4R	9-12	11605	216	260	40000	14900	B10.50/20	DB10.50/20	Own 312B	12-4x5	754	5.1	510	76.7	240-2900	H	C	C	4-3½	10	No	BL	U 4	No	Ti	WF	..	Opt	Opt	Zen	M	DR	DR	dp.Lo	Blo	Ws6IA	Da	CD
LeMoon.(9) 701	4R	5-6	4475	187	199	......	8500	B8.25/20	DB8.25/20	Lyc AEC	8-3¾x4¾	420	5.2	300	44.4	130-2800	L	G	C	5-2¾	12¾	Ha	Fu	U 5	No	Ti 6	WF	R	6.20	43.8	Str	M	DR	DR	D.Fu	Spl	L6IHV	a	CD
......(9) 801	4R	6-7	5100	187	199	......	9720	B9.00/20	DB9.00/20	Lyc AEC	8-3¾x4¾	420	5.2	300	44.4	130-2800	L	G	C	5-2¾	12¾	Ha	Fu	U 5	No	Ti 6	WF	H	6.75	47.7	Str	M	DR	DR	D.Fu	Spl	L6IHV	a	CD
..........802	4R	6-7	5350	187	199	......	9800	B9.00/20	DB9.00/20	Wau 6SRL	6-4⅜x5⅛	462	4.5	300	45.9	98-2000	L	G	A	7-3	13⅞	Wa	Fu	U 5	No	T 65	WF	H	6.75	47.1	Str	M	My	DR	D.Fu	Spl	Ws6IA	a	CD
..........900	4R	7-8	6775	191	203	......	12000	B9.75/20	DB9.75/20	Wau 6SRL	6-4⅜x5⅛	462	4.5	300	45.9	98-2000	L	G	A	7-3	13⅞	Wa	BL	A 7	No	Ti	WF	H	9.25	86.9	Str	M	My	DR	D.BL	Spl	Ws6IA	a	CD
.........1000	4R	8-10	7950	196	208	......	12600	B9.75/24	DB9.75/24	Wau 6AB	6-4½x5¼	549	4.5	332	48.6	100-2000	L	G	A	4-3½	11⅜	Wa	BL	U 4	3	Ti	WF	H	9.25	128	Str	M	My	LN	D.BL	Spl	Ws6IA	a	CD
.........1200	4R	10-12	8500	196	208	......	14000	B9.75/24	DB9.75/24	Wau 6RB	6-5x5¾	677	4.6	460	60.0	127-2000	L	G	A	4-3½	11¾	Wa	BL	U 4	3	Ti	WF	H	9.25	128	Str	M	My	LN	D.BL	Spl	Ws4IA	a	CD
........1200D	4R	10-12	9750	196	208	......	14000	B9.75/24	DB9.75/24	Cum Die H6	6-4⅞x6	672	17.	420	57.0	125-1800	H	G	C	7-3¼	16½	Ow	BL	U 5	No	Ti	WF	H	7.6	47.6	No	P	No	LN	dp.BL	Spl	Ws6IA	a	CD
Mack......BX	4R	8-15	7950	178	219	......	12100	B8.25/22	DB8.25/22	Own CF	6-4¼x5½	468	5.2	310	43.4	117-2400	L	G	C	7-3	12 1/16	Pe	Own	U 5	No	Own	2F	A	4.71	46.0	Str	M	RB	NE	P.Ow	Cle	O6IA	a	FX
..........BQ	4R	8-15	9350	185	233	......	14500	B9.75/22	DB9.75/22	Own BQ	6-4¾x5¾	611	4.8	390	54.2	125-2200	L	G	C	4-3½	10 1/16	Ow	Own	A 4	No	Own	2F	A	6.54	41.9	Str	M	RB	NE	P.Ow	Cle	O6IA	a	FX
..........AC	4R	8-15	8500	171	221	......	14500	P40x8	DP40x8	Own BQ	6-4¾x5¾	611	4.8	390	54.2	125-2200	L	G	C	4-3½	10 1/16	Ow	Own	J 4	No	Own	CD	R	9.26	59.4	Str	M	RB	NE	P.Ow	Cle	O6IA	a	FX
..........AK	4R	8-15	9000	171	221	......	15900	B9.75/22	DB9.75/22	Own BQ	6-4¾x5¾	611	4.8	390	54.2	125-2200	L	G	C	4-3½	10 1/16	Ow	Own	A 4	No	Own	2F	A	7.46	47.8	Str	M	RB	NE	P.Ow	Cle	O6IA	a	FX
..........AP	4R	8-15	10500	171	221	......	14900	P40x8	DP40x8	Own AP	6-5x6	706	4.4	427	60.0	138-1900	L	G	C	4-3 1/16	11 11/16	Ow	Own	J 4	No	Own	CD	R	9.26	59.4	Str	M	RB	NE	P.Ow	Cle	O6IA	a	FX
..........AP	4R	8-15	11000	171	221	......	16400	B9.75/22	DB9.75/22	Own AP	6-5x6	706	4.4	427	60.0	138-1900	L	G	C	4-3 1/16	11 11/16	Ow	Own	A 4	No	Own	2F	A	7.46	47.8	Str	M	RB	NE	P.Ow	Cle	O6IA	a	FX
Mar.-Her TH310A-6		10	10000	193	229	......	13600	B9.75/22	DB9.75/22	Her RXC	6-4⅝x5¼	529	4.9	350	51.3	114-2200	L	G	A	7-3	14	Ha	Fu	U 5	A 2	Own	2F	R	9.11	163	Zen	M	DR	DR	D.Fu	Blo	Ws4/6IA	a	FD
..(13)TH 315	6	12-13	12500	198	234	......	16690	B9.75/22	DB9.75/22	Her HXB	5-5x6	707	4.5	460	60.0	148-2000	L	G	A	7-3½	17	Ha	BL	U 4	A 3	Own	2F	R	9.11	163	Zen	M	DR	DR	dp.BL	Blo	Ws4/6IA	a	FD
..(13)TH 320	6	15-18	14500	225	255	......	18300	B10.50/24	DB10.50/24	Her HXC	6-5¼x6	779	4.5	508	66.2	164-2000	L	G	A	7-3½	17	Ha	BL	U 4	A 3	Own	2F	R	9.11	188	Zen	M	DR	DR	dp.BL	Blo	Ws4/6IA	a	2FD
More-..ED25M	4R	7	4067	184	Op	25000	8900	B8.25/20	DB8.25/20	Her WXC3	6-4¼x4	383	4.4	262	43.3	92-2400	L	G	C	7-2⅝	13¼	No	BL	U 4	No	Ti	W	R	7.50	46.0	Zen	M	AL	AL	P.BL	Cle	L6IH	a	TD
land.HD34M	4R	10	5869	220	Op	34000	11000	B9.00/20	DB9.00/20	Her RXB	6-4½x5¼	501	4.9	330	48.6	110-2200	L	G	C	7-3	12½	No	BL	U 4	No	Ti	W	R	8.50	62.0	Zen	M	AL	AL	P.BL	Cle	W6IA	a	TD
.......TD34	4R	10	7607	221	Op	34000	13250	B9.75/20	DB9.75/20	Wau 6RB	6-5x5¾	677	4.4	440	60	125-1800	L	G	A	4-3½	11⅜	Wa	BL	U 4	No	Ti	W	R	8.75	62.0	Zen	M	AL	AL	dp.BL	Cle	W6IA	a	TD
Sterling FBT130		7-8	***	164	194	26000	7325	B8.25/20	DB8.25/20	Wau 6BK	6-3¾x4¼	282	5.4	185	33.8	81-2800	L	G	C	7-2⅝	10¼	En	Own	U 5	No	Own	SF	R	7.4	55.7	Zen	M	DR	DR	P.Ow	Spl	L4rIHV	a	TX
......FDT180	2C	10-10½	....	178	208	36000	11485	B9.75/20	DB9.75/20	Wau 6SRL	6-4⅜x5⅛	462	4.5	300	46.0	97-2000	L	G	C	7-3	13⅞	En	Own	U 4	Op	Own	2F	R	9.41	62.9	Zen	M	DR	DR	P.Ow	Spl	O4rIA	a	TX
......FDT200	2C	12-12½	7670	178	208	40000	11985	B9.75/20	DB9.75/20	Wau 6-125	6-4⅝x5⅛	462	5.0	324	46.0	123-2300	L	G	A	7-3	13⅞	En	Own	U 4	Op	Own	2F	R	9.20	61.3	Zen	M	MY	DR	P.Ow	Spl	O4rIA	a	TX
......FDT250	2C	16-16½	8855	186	216	50000	12985	B10.50/20	DB10.50/20	Wau 6RB	6-5x5¾	677	4.8	440	60.0	124-1800	L	G	C	4-3½	11⅜	En	Own	U 4	Op	Own	2F	R	9.20	50.0	Zen	M	DR	DR	D.Ow	Spl	O4rIA	a	TX
......FCT180	2C	10-10½	7265	178	208	36000	11485	B9.75/20	DB9.75/20	Wau 6SRL	6-4⅜x5⅛	462	4.5	300	46.0	97-2000	L	G	C	7-3	13⅞	En	Own	U 4	Op	Own	CD	R	8.30	55.3	Zen	M	DR	DR	P.Ow	Spl	O4rIA	s	TX
......FCT200	2C	12-12½	7685	178	208	40000	11985	B9.75/20	DB9.75/20	Wau 6-125	6-4⅝x5⅛	462	5.0	324	46.0	123-2300	F	G	A	7-3	13⅞	En	Own	U 4	Op	Own	CD	R	8.30	55.3	Zen	M	MY	DR	P.Ow	Spl	O4rIA	s	JX
......FCT250	2C	16-16½	***	186	216	50000	12985	B10.50/20	DB10.50/20	Wau 6RB	6-5x5¾	677	4.8	440	60.0	124-1800	L	G	C	4-3½	11⅜	En	Own	U 4	Op	Own	CD	R	9.44	57.3	Zen	M	DR	DR	D.Ow	Spl	O4rIA	s	JX
......HCS210	4R	12-18	***	182	198	55000	14685	P40x8	DP40x8	Wau 6RB	6-5x5¾	677	4.8	440	60.0	124-1800	L	G	C	4-3½	11⅜	En	Own	U 4	Op	Own	CD	R	10.0	42.3	Zen	M	RB	DR	D.Ow	Spl	Ws4rIA	s	FX
(D) FDT180D	2C	10-10½	***	178	208	36000	12585	B9.75/20	DB9.75/20	Wau 6D100	6-4⅜x5⅛	462	17	275	46.0	100-2200	H	G	A	7-3⅜	13¾	En	Own	U 4	Op	Own	2F	R	9.41	62.0	No	M	CI	LN	P.Ow	Spl	O4rIA	a	TX
(D) FDT200D	2C	12-12½	***	186	216	40000	13055	B9.75/20	DB9.75/20	Wau 6D125	6-4¾x5½	585	17	350	54.1	122-2000	H	G	A	7-3⅝	18¾	En	Own	U 4	Op	Own	2F	R	9.20	61.3	No	M	CI	LN	P.Ow	Spl	O4rIA	a	TX
(D) FDT250D	2C	16-16½	***	186	216	50000	13835	B10.50/20	DB10.50/20	Wau 6D140	6-5x5½	648	17	410	60.0	138-2000	H	G	A	7-3⅝	18¾	En	Own	U 4	Op	Own	2F	R	9.20	50.0	No	M	CI	LN	D.Ow	Spl	O4rIA	a	TX
(D) FDT250H	2C	16-16½	***	186	216	50000	13580	B10.50/20	DB10.50/20	Cum 6H Die	6-4⅞x6	672	17	420	57.0	125-1800	H	G	C	7-3¼	16½	En	Own	U 4	Op	Own	2F	R	9.20	50.0	No	M	CI	DR	D.Ow	Spl	O4rIA	a	TX
(D) FCT180D	2C	10-10½	***	178	208	36000	12235	B9.75/20	DB9.75/20	Wau 6D100	6-4⅜x5⅛	462	17	275	46.0	100-2200	H	G	A	7-3⅜	13¾	En	Own	U 4	Op	Own	CD	R	8.30	55.3	No	M	CI	LN	P.Ow	Spl	O4rIA	s	TX
(D) FCT200D	2C	12-12½	***	186	216	40000	13085	B9.75/20	DB9.75/20	Wau 6D125	6-4¾x5½	585	17	350	54.1	122-2000	H	G	A	7-3⅝	18¾	En	Own	U 4	Op	Own	CD	R	8.30	55.3	No	M	CI	LN	P.Ow	Spl	O4rIA	s	JX
(D) FCT250D	2C	16-16½	***	186	216	50000	13835	B10.50/20	DB10.50/20	Wau 6D140	6-5x5½	648	17	410	60.0	138-2000	H	G	A	7-3⅝	18¾	En	Own	U 4	Op	Own	CD	R	9.44	51.3	No	M	CI	LN	D.Ow	Spl	O4rIA	s	JX
(D) FCT250H	2C	16-16½	***	186	216	50000	13580	B10.50/20	DB10.50/20	Cum 6H Die	6-4⅞x6	672	17	420	57.0	125-1800	H	G	C	7-3¼	16½	En	Own	U 4	Op	Own	CD	R	9.44	51.3	No	M	CI	DR	D.Ow	Spl	O4rIA	s	JX
(D) HCS210H	4R	12-18	***	182	198	55000	15285	P40x8	DP40x8	Cum 6H Die	6-4⅞x6	672	17	420	57.0	125-1800	H	G	C	7-3¼	16½	En	Own	U 4	Op	Own	CD	R	10.0	42.3	No	M	CI	DR	D.Ow	Spl	Ws4rIA	s	FX
Ward...440TC		15	1100	240	246	44000	14000	B9.75/22	DB9.75/22	Cu. Die. HA	6-4⅞x6	672	17.0	420	57.0	125-1800	H	G	C	7-3¼	16½	En	BL	A 5	No	Ti	WF	R	6.42	40.4	No	M	CI	LN	dp.BL	Spl	Ws6IA	a	TD
La Fr.440TR		15	9350	240	246	44000	13700	B9.75/22	DB9.75/22	Wau RB	6-5x5¾	677	5.5	465	60.0	145-2000	L	G	C	4-3½	11¾	Wa	BL	A 5	No	Ti	WF	R	6.42	40.4	Zen	V	DR	LN	dp.BL	Spl	Ws6IA	a	TD
..........340		7½	4700	204	230	28000	9200	B8.25/20	DB8.25/20	Wau MK	6-4⅛x4¾	381	4.6	242	40.8	85-2500	L	G	C	7-2⅝	12½	Wa	BL	U 5	No	Ti	SF	T	Opt	Opt	Zen	M	DR	DR	P.BL	Spl	L6IHV	a	TD
.......400T5		12	7100	203	241	40000	13000	B9.75/20	DB9.75/20	Wau 6-125	6-4⅝x5⅛	462	4.6	324	45.9	125-2600	F	G	A	7-3	13⅞	Wa	BL	U 5	No	Ti	WF	R	8.5	65.5	Zen	M	DR	DR	P.BL	Spl	Ws6IA	a	TD
Wht.630SW251	4R	5-6	12a	193	205	......	10000	B8.25/20	DB8.25/20	Own 7A	6-4 1/16x5¼	434	4.9	275	42.0	105-2100	H	C	S	7-2¾	13⅛	Ow	Own	U 4	No	Ti	WF	R	6.75	44.2	Zen	M	DR	DR	P.Ow	Spl	L4rIHV	a	CI
...642SW320	4R	7-9	12a	198	210	......	12670	B9.00/20	DB9.00/20	Own 5A	6-4⅝x5¾	580	4.6	385	51.3	130-2050	H	C	S	7-3	15 11/16	Ow	Own	U 5	No	Ti	WF	R	8.5	55.6	Zen	E	LN	LN	dp.Ow	Spl	Ws6IA	a	CI
...643SW420	4R	9-11	12a	198	215	......	14400	P40x8	DP40x8	Own 5A	6-4⅝x5¾	580	4.6	385	51.3	130-2050	H	S	C	7-3	15 11/16	Ow	Own	U 5	No	Ti	WF	R	10.2	69.1	Zen	E	LN	LN	dp.Ow	Spl	Ws6IA	a	CI
Electrics																																							
Brockway....50-E-1		1	1500	91	112	7500	2850	P30x5	P30x5	GE Elec	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Ti	SF	H	...	...	Sto Bat		...	...	...	Spl	L4IH	G	CD
............50-E		1-1½	1380	91	Op	8600	2450	P32x6	P32x6	GE Elec	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Ti	SF	H	...	...	Sto Bat		...	...	...	Spl	L4IH	G	CD
...........125-E		2-3	2400	136	Op	14000	4800	B8.25/20	DB8.25/20	GE Elec	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Ti	SF	H	...	...	Sto Bat		...	...	...	Spl	L4IH	G	CD
...........140-E		3-4	3100	146	Op	19500	5500	B9.00/20	DB9.00/20	West Elec	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Wis	2F	H	...	...	Sto Bat		...	...	...	Spl	L4IH	G	CD
...........170-E		5-6	3450	146	Op	24000	6700	B9.75/20	DB9.75/20	West Elec	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Wis	2F	H	...	...	Sto Bat		...	...	...	Spl	L4IH	G	CD
Walker.........401		¾-1	1095	96	Op	6850	2050	P30x5	P30x5	Electric	...	...	...	...	...	...	...	...	...	...	...	No	...	...	...	Own	2/½	T	...	19.1	Sto Bat		...	...	None	No	B4IM	a	4I
..............404		¾-1	1095	95	Op	7000	2200	P32x6	P32x6	Electric	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Own	2/½	T	...	19.1	...		...	...	...	...	B4IM	a	4I
..............406		¾-1	1095	109	Op	7200	2400	P32x6	P32x6	Electric	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Own	2/½	T	...	10.5	...		...	...	...	...	B4IM	a	4I
..............410		¾-1	1095	116	Op	6600	2650	P32x6	P32x6	Electric	...	...	...	...	...	...	...	...	...	...	...	No	...	...	...	Own	2/½	T	...	10.5	Sto Bat		...	...	None	No	B4IM	a	4I
..............420		1½-2	1495	115	Op	12300	3300	P32x6	DP32x6	Electric	...	...	...	...	...	...	...	...	...	...	...	No	...	...	...	Own	2/½	T	...	15.4	Sto Bat		...	...	None	No	B4IM	a	4I
..............425		2-2½	2190	126	Op	13200	4800	P32x6	DP32x6	Electric	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Own	2F	H	...	15.6	...		...	...	...	...	B4IM	a	4I
..............430		2-3	2700	126	Op	15400	5200	P34x7	DP34x7	Electric	...	...	...	...	...	...	...	...	...	...	...	No	...	...	...	Own	2F	H	...	15.6	Sto Bat		...	...	None	No	B4IM	a	4I
..............440		3-4	3475	145	Op	19400	5800	P36x8	DP36x8	Electric	...	...	...	...	...	...	...	...	...	...	...	No	...	...	...	Own	2F	H	...	14.7	Sto Bat		...	...	None	No	B4IM	a	4I
..............450		5-6	3750	160	Op	24200	6600	P38x9	DP38x9	Electric	...	...	...	...	...	...	...	...	...	...	...	No	...	...	...	Own	2F	H	...	14.7	Sto Bat		...	...	None	No	B4IM	a	4I

(For abbreviations see page 260)

TRUCK SPECIFICATIONS TABLE

KEY TO ABBREVIATIONS AND REFERENCE MARKS

GENERAL

Chassis Price — Chassis price quoted applies to the standard wheelbase and specifications listed. All prices are F.O.B. factory.
***—List price not yet established.
Tonnage Rating — Where a spread of ratings is given the maximum ratings are for ideal operating conditions and the minimum for extremely difficult conditions; the ranges between are for varying operating conditions.
Gross Vehicle Weight — Is chassis weight, plus body and cab, plus payload. Gross vehicle weight given for a model is based on maximum recommended tire size and not on tires listed as standard equipment.
Chassis Weight Stripped — Includes gas, oil and water and all things included in chassis price. Does not include the weight of cab.
Maximum Brake H. P. at Given R.P.M.—Is actual dynamometer reading without accessories.
Tractors—Unless given the designation N (meaning not available as tractor), all standard models may be assumed to be available as tractors.
(A) All Torque and Brake Horsepower values listed are based on engine outputs with all Standard Equipment Accessories running and are the same values obtaining with the truck on the road in actual operation.
(N) Not available as tractor.
(T) This designation accompanying a model number indicates vehicle is specifically designed for tractor use only.
c. o. e.—Cab-over-engine design.
(3) Corbitt—Larger engines and corresponding auxiliary units provided on all models at extra cost.
(4) Day Elder—Model 75—1½ ton—same specifications except price—$945, and larger tire size—B6.00/20 front and DB6.00/20 rear.
(5) Dodge — F-61 available as special tractor truck with 146-inch wheelbase with model designation of F-60, at $2,645. K-61 available as special tractor truck with 146-inch wheelbase with model designation of K-60, at ***.
(5a) Dodge — Model H20, ¾-1 ton, gross vehicle weight 6,000 lb., price $502, has same specifications as H30 except tires which are 7.50/17 and lighter rear springs.
(6) General Motors — Models **T-18 to T-61 inclusive** are also available for export only as coach chassis. Dual performance axle at extra cost in Model T-18. Double reduction axles optional at extra cost in Models T-43, T-46, T-46H, T-51, T-73H and T-74. Worm type axles optional at price deduction in Models T-61, T-75T, T-75, T-75H and T-83. Chassis prices and weights on all cab-over-engine models include the cab. A complete line of superheavy duty models designated T-85 series (4-wheel) and T-95 series (6-wheel) custom-built to exactly meet customer's requirements are available with a range of axles, wheelbases, engines, transmissions, etc., and prices will be quoted upon application.
Gramm—Larger engines and corresponding auxiliary units provided on all models at extra cost when type of service demands. Wheelbases and body mounting dimensions may change to suit special requirements. Double reduction axles available on all models except AX and BX.
Gross weight indicated for each model in the table is the straight rating.
Series CXH is supplied with Hercules JXB engine in Model CXHB and Hercules JXC in Model CXHC.
(7) Grass Premier—Eight cylinder engines available on following models: 835 with Lyc. GU at $1,515 list; 865 with Lyc. HF at $4,230; 875 with Lyc. AE at $5,400.
(8) International Harvester—A-1, ¾ ton, same as A-2 except less spring leaves and smaller tires.
(9) Le Moon—Model 600 available with Lyc. AEC at same cost. Models 701 and 801 available with Waukesha 6SRL at same cost.
(10) Sterling—Rocker arm used in place of springs.
(D) Sterling—Diesel Equipped.
†Reo — Model 1D is the longer wheelbase edition of Model 1B. The frame dimension is 7x2¾x3/16. It is furnished at extra cost.
††Reo—2J, 2K same as 2H except 166 in. wheelbase and price of $1,695.
††Reo — 3J same as 3H except wheelbase of 170 in. and price of $2,085; 3K same as 3H except 185 in. wheelbase and price of $2,155. 3M same as 3H except 205 in. wheelbase.
(11) Studebaker — S-2 in 141 in. and 165 in. wheelbases has 6 15/16 in. frame depth.
(12) White—Each model shown is furnished with different specifications for different tonnage ratings.
*—Factory governed speed 2400 r.p.m.
(12a) White—Special prices for each installation.
(13) Marmon-Herrington—Available with Hercules Diesel engine. Price on application.
(14) Ford—Rear axle ratios 5.14 and 6.6 optional on 1½-ton trucks.
(15) Mack — Chassis price and weight include cab.
(16) Biederman—Will furnish Continental, Hercules, Waukesha and Lycoming engines at the buyer's option.
(17) Moreland — All Moreland models available with Waukesha engines and as six-wheelers with dead axle.
(18) Walker—Frame lengths may be changed, within limits, to suit individual requirements, at no additional cost.
(19) Available—Models WS125, WS240 and WS300 are available as cab-over-engine types.

MAKES—ALL

AB—American Bosch.
A LaF—American La France.
AL—Auto Lite.
B—Bendix.
BB—Borg & Beck.
BL—Brown-Lipe.
BO—Bendix front, Own rear.
Blo—Blood.
Bu or Bud—Buda.
BW—Borg Warner.
BWs—Bendix front, Westinghouse rear.
C or Col—Columbia.
Car—Carter.
Ch—Chicago.
CI—Ignition by compression.
Cl or Cla—Clark.
Cle—Cleveland.
Co—Covert (transmission).
Co—Covert (clutch).
Con—Continental.
Cot—Cotta Gear.
Cum—Cummins-Diesel.
Det—Detroit Lubricator.
DG—Detroit Gear and Machine.
DR—Delco Remy.
Eat—Eaton.
Ei—Eisemann.
En—Governor built in engine.
EV—Electro-Vac (gov.) Pierce.
Fe—Fedders.
Fu—Fuller.
Ge—Gemmer.
GO—G. & O.
Ha—Handy (governor).
Ha—Hannum (steering gear).
HaS—American Car & Fdry.
Her—Hercules.
Hr—Harrison.
HS—Merchant & Evans (clutch).
HS—American Car & Fdry. (governor).
Jac—Saginaw.
Jo—Jones.
KP—Handy.
L—Lockheed.
Le—Leibing.
Li—Lipe, W. C.
LN—Leece Neville.
Lo—Long.
LO—Lockheed front, Own rear.
LW—Lockheed front, Wisconsin rear.
Lyc—Lycoming.
Mc—McCord.
Ma—Marvel.
ME—Merchant & Evans.
MM—Mechanics Mach.
Mo—Modine (radiator).
Mo—Monarch (governor).
My—Mallory.
NE—North East.
No—Not supplied.
ns—No Standard.
O or Ow—Own.
Op or Opt—Optional.
Pe—Pierce (governor).
Pe—Perfex (radiator).
PS—Peters & Snead.
RB—Robt. Bosch.
Ro—Rockford.
Ros—Ross.
Sc—Scintilla.
Sch—Wheeler-Schebler.
Shu—Shuler.
SpB—Spicer and Blood.
Spi—Spicer.
Ste or St—Sterling.
Sto.-Bat.—Storage Battery.
Str—Stromberg.
Til—Tillotson.
Ti—Timken.
TWH—Timken Wisconsin Herrington.
WG—Warner Gear.
Wa—Waukesha (governor).
Wau—Waukesha.
W or Wis—Wisconsin.
Ws—Westinghouse.
Yo—Young.
Zen—Zenith.

BRAKES—SERVICE

Location

2—Two Wheels, rear only.
2/4—Two-wheel brakes effective on all four wheels through driveshaft.
4/6—Brakes on four rear wheels effective on all wheels through driveshaft.
T/4—Brake on transmission effective on all four wheels through driveshaft.
4—Four Wheels, front and rear.
4r—Four Wheels, rear only.
6—Six Wheels, front and rear.
J—Jackshaft.
P—Propeller shaft.

Type

I—Internal.
X—External.

OPERATION

A—Air.
D—Hydraulic and mechanical.
H—Hydraulic.
M—Mechanical.
V—Vacuum.

BRAKES—HAND

Location

C—Center of double propeller shaft.
2—Rear wheels.
4—Four wheels.
R—Worm or bevel gearshaft.
T—Transmission.
F—Driveshaft.

Type

D—Tru-Stop disk.
I—Internal.
X—External.

BRAKE DRUMS

Material

a—Cast alloy iron.
A—American Car Fdry.
C—Centrifuse.
D—Dayton.
E—Ermalite.
G—Gunite.
H—Hunt Spiller.
c—Cast Iron.
p—Pressed steel.
s—Cast steel.
(Where a combination of any of the above is used, the first reference mark applies to the front and the second to the rear drums.)

CLUTCH

Type

D—Multiple disk.
dp—Double plate.
O—Plate in oil.
P—Single plate.

ENGINE

Valve Arrangement

F—Inlet valve in head; exhaust valve at side.
H—In head.
L—"L" head, valves at side.
T—Inlet and exhaust on opposite sides.

Camshaft Drive

C—Chain.
G—Gear.

Piston Material

A—Aluminum alloy.
B—Semi-steel.
C—Cast iron.
N—Nickel iron.
S—Aluminum alloy with strut.

Main Bearings

r—Rear main bearing.

Oiling System

CC—Pressure to main, connecting rod and camshaft bearings.
FP—Pressure to main, connecting rod camshaft bearings and piston pins.
PC—Pressure to mains and connecting rod bearings.
PG—Pump, gravity and splash.
PS—Pressure with splash.

FUEL SYSTEM

Fuel Feed

E—Electric pump.
G—Gravity.
M—Mechanical pump.
P—Pressure.
V—Vacuum.
B—Bosch.
C—Cummins.

REAR AXLE

Final Drive and Type

B—Bevel.
C—Chain.
D—Dead.
F—Full-floating.
2—Double Reduction.
S—Spiral bevel.
W—Worm.
w/2—Worm or Double Reduction Optional.
½—Semi-floating.
¾—Three-quarter floating.

Drive and Torque

A—Radius Rods and Torque Arm.
H—Hotchkiss (springs).
R—Radius Rods.
T—Torque Arm.
U—Torque Tube.

TIRES

B—Balloon.
DB—Dual Balloons.
P—High Pressure Pneumatics.
DP—Dual High Pressure Pneumatics.
S—Solids.
DS—Dual Solids.
°—Pneumatics at extra cost.

TRANSMISSION

Location

A—Amidships.
J—Unit with jackshaft.
U—Unit with engine.

Auxiliary Location

No—Not furnished.
O2—2 speed axle unit optional at extra cost.
Op—Optional at extra cost.
A—Amidships.
R—Rear of amidships main transmission.
U—Unit with engine.

WHEELS DRIVEN

2C—Center pair of rear wheels.
2R—Rear pair of rear wheels.
4F—Front and center pair of rear wheels.
4R—Four rear wheels.
6—Six wheels.

AMERICAN AGRICULTURAL TRACTORS

MAKE AND MODEL	GENERAL									ENGINE									CLUTCH	DRIVE							BELT PULLEY	
	No. of Plows	Size of Plow	Plowing Speed (M.P.H.)	Net Weight of Tractor (Lbs.)	Wheelbase (Ins.)	Minimum Turning Diameter (Ft.)	Ground Clearance (Ins.)	Drawbar Adjustable	Belt and Drawbar Rating (HP.)	No. of Cylinders Bore and Stroke (Ins.)	Engine Type	Valve Arrangement	Normal R.P.M. at Plowing Speed	Ignition System Make	Carburetor Make	Fuel Recommended	Air Cleaner Make	Oiling System Type	Cooling System Type	TYPE AND MAKE	Drive Type to Traction Members	Final Drive, Thru	Non-Drive Wheels	Wheel or Track	Diameter and Face of Tracion Wheel (Ins.)	Width and Length of Driven Track (Ins.)	No Forward Speeds	Diameter (Ins.)	Face (Ins.)
Allis-Chalmers.. WC	2	14	3.50	2700	87	8	26	H...	21-12	4-4x4	V..	I..	1300	Sein..	Zen..	GD...	Uni..	DS..	Pu..	SP-Rock..	SG...	Hub.	2	Wh.	40x6	.....	4	9	6½
Allis-Chalmers....M	3–4	14	3.20	6200	56⅜	5¼	10½	H...	32–22	4-4⅜x5	V..	I..	960	Sein..	Zen..	GK...	Vor..	DS..	Pu..	SP-Own..	SG...	Spks..		Tr..	.....	12x56¾	4	12	8¾
Allis-Chalmers.....L	10–12	14	4.10	21600	85	8½	16¼	H...	80–60	6-5¼x6½	V..	I..	1050	Sein..	Zen.	G....	Vor..	DS..	Pu..	Dp-Own..	SG...	Spks..		Tr..	.....	16x85½	6	20	15
Allis-Chalmers....K	5	14	4.50	11000	67	8	12¼	H...	44–36	4-5x6½	V..	I..	1050	Sein..	Zen..	G....	Vor..	DS..	Pu..	Sp-Own..	SG...	Spks..		Tr..	.....	15x67	3	12	8¾
Allis-Chalmers...UM	3	14	5.00	4600	76½	8	9	H...	31–18	4-4⅜x5	V..	I..	1200	Sein..	Zen..	G....	Vor..	DS..	Pu..	Dp-Rock..	SG...	Axle.	2	Wh.	42x11⅛	.....	4	10½	7½
Allis-Chalmers.UMC	3	14	3.33	4600	87¼	9	30	H...	31–18	4-4⅜x5	V..	I..	1200	Sein..	Zen..	GK...	Vor..	DS..	Pu..	Dp-Rock..	SG...	Axle.	2	Wh.	42x	.....	3	10½	7½
Allis-Chalmers....E	4	14	3.25	6000	90½	15½	11¼	H...	40–25	4-5x6½	V..	I..	1000	Scin..	Zen..	G....	Vor..	DS..	Pu..	ES-Own..	SG...	Spks.	2	Wh.	50x12	.....	2	13	8½
Allis-Chalmers....6A	4	14	3.70	6000	80½	15	11½	H°..	43–28	6-4¼x4¾	V..	L..	1200	Spl..	Zen..	G....	Vor..	DS..	Pu..	Dp-TDi..	SG...	Axle.	2	Wh.	48x12	.....	3	13½	8
*Bates St. M.....G	3	14	2.33	5300	75	7½	12	H...	40–25	4-4¼x6	V..	I..	1000	Bos..	Kin..	G....	Vor..	DS..	Pu..	SP-TDi..	SG...	Hub.	2	Tr..	.....	12x58	3	12	8¾
*Bates St. M....6-35	6	14	2.75	10750	70	6	12	H...	52–43	6-4¼x4¾	V..	L..	1500	Bos..	Sch..	G....	Vor..	DS..	Pu..	SP-TDi..	SG...	Hub.		Tr..	.....	12x70	3	12	9
*Bates St. M....6-50	8	14	2.75	14000	82	7	14	H...	66–54	6-4⅝x5½	V..	L..	1500	Bos..	Sch.	G....	Vor..	DS..	Pu..	Dp-TDi..	SG...	Hub.		Tr..	.....	14x82	3	12	9
*Bates St. M....4-80	12	14	2.50	23000	104	9	17	H...	90–80	4-6¾x7	V..	L..	1000	Bos..	Str..	G....	Vor..	DS..	Pu..	Dp-TDi..	SG...	Hub.		Tr..	.....	18x104	3	16	10½
Beeman.....MS	1	8	2.25	540	....	6	10	H...	4–2	1-3½x4½	V..	....	1200	Hei..	Kin..	G....	Don..	CS..	Th..	Mo-Own..	.....	Axle..		Wh.	.....	.....	..	4	5
Beeman.....Jr	1	6	2.00	435	....	4½	14	H...	1½–½	1-2½x2½	V..	....	.....	Own.	.....	G....	Don..	....	Air..	.....	.....	.....		.....	.....	.....	.....	3	3
Beeman.....Light 4	2	10	2.00	2000	75½	....	23	.....	.....	4-3¼x4	V..	....	1250	.....	Kin..	G....	Don..	DS..	Pu..	SP-.....	IG..	.....		Wh.	36x4½	.....	2	10	6¼
Case.....C	2	14	2.33	5300	66	20	....	H...	.....	4-3⅞x5½	V..	I..	1100	.....	.....	G....	Own.	DS..	Pu..	SP-TDi..	Cha..	Axle.	2	Wh.	42x12	.....	1	10¼	6½
Case.....CC	2–3	14	2.63	3618	89	.....	....	H...	.....	4-3⅞x5½	V..	I..	1100	.....	.....	G....	Own.	DS..	Pu..	SPTDi..	Cha..	Axle.	1	Wh.	42x8	.....	1	10¼	6½
Case.....L	3–5	14	2.50	4815	79	26	....	H...	.....	4-4⅝x6	V..	I..	1100	.....	.....	G....	Own.	DS..	Pu..	SP-TDi..	Cha..	Axle.	2	Wh.	48x12	.....	1	13	8½
Caterpillar.....22	3	16	2.6	6150	....	10¾	9	H...	28–24	4-4x5	V..	I..	1250	Eis..	Zen..	GD...	Own.	DS..	Pu..	SP-Own..	SG...	Hub..		Tr..	.....	10x54½	3	10⅜	6½
Caterpillar.....28	4	16	2.6	7870	....	11½	10	H...	Var..	4-4⅛x5½	V..	I..	1100	Eis..	Ens..	GD...	Own.	DS..	Pu..	SP-Own..	SG...	Hub..		Tr..	.....	11x56⅜	3	11¼	6½
Caterpillar.....35	6	14	2.5	12597	....	....	9¾	H...	46–39	4-4⅞x6½	V..	I..	850	Eis..	Ens..	G....	Own.	DS..	Pu..	SP-Own..	SG...	Hub..		Tr..	.....	16x71⅝	4	11⅝	8½
Caterpillar..40 Diesel	6	14	2.5	14708	....	14	10½	H...	49–44	3-5¼x8	V..	I..	850	.....	.....	Oil...	Don..	DS..	Pu..	SP-Own..	SG...	Hub..		Tr..	.....	16x74¾	4	11⅝	8½
Caterpillar.....50	9	14	2.4	18044	....	16	11¼	H...	60–53	4-5½x6½	V..	I..	850	Eis..	Ens..	G....	Own.	DS..	Pu..	SP-Own..	SG...	Hub..		Tr..	.....	18x81⅞	4	13¾	10
Caterpillar..50 Diesel	9	14	2.4	20134	....	16	11¼	H...	66–56	4-5¼x8	V..	I..	850	.....	.....	Oil...	Don..	DS..	Pu..	SP-Own..	SG...	Hub..		Tr..	.....	18x81⅞	4	13¾	10
Caterpillar.....70	12	14	2.7	30753	....	18¾	10½	H...	89–77	4-7x8½	V..	I..	700	Eis..	Ens..	G....	Own.	DS..	Pu..	SP-Own..	SG...	Hub..		Tr..	.....	20x97⅝	6	14¼	13
Caterpillar..75 Diesel	12	14	2.7	32534	....	18¾	10½	H...	98–83	6-5¼x8	V..	I..	820	.....	.....	Oil...	Don..	DS..	Pu..	SP-Own..	SG...	Hub..		Tr..	.....	20x97⅝	6	14¼	13
Cletrac.....20	3–4	14	2.75	6000	....	13	13½	H...	27–23	4-4x4½	V..	L..	1250	Bos..	Til..	G....	Vor..	DS..	Pu..	DP-Long..	SG...	Axle.	12	Tr..	.....	.....	1	10½	6½
Cletrac.....25	4–5	14	2.75	7000	....	14	13½	H...	33–27	6-3¾x4½	V..	L..	1250	D–R.	Til..	G....	Vor..	DS..	Pu..	DP-Long..	SG...	Axle.	12	Tr..	.....	.....	1	12	6½
Cletrac.....35	5–7	14	3.00	10400	....	16	15½	H...	46–41	6-4½x4¾	V..	L..	1450	D–R.	Til..	G....	Vor..	DS..	Pu..	DP-Long..	SG...	Axle.	14	Tr..	.....	.....	1	13	8½
Cletrac.....55	6–8	14	3.00	12000	....	21	8	H...	63–55	6-4½x5	V..	I..	1575	D–R.	Sch..	G....	Vor..	DS..	Pu..	Sp-B&B..	SG...	Axle.	18	Tr..	.....	.....	1	15	13
Cletrac.....80	12	14	2.50	22700	....	14	16	H...	90–83	6-5¾x6	V..	L..	1120	Bos..	Til..	G....	Vor..	DS..	Pu..	DP-Long..	SG...	Axle.	16	Tr..	.....	.....	1	24	15
Cletrac....35 Diesel	4–6	14	3.00	11500	48	18	15½	H...	60–46	6-4¾x5¼	V..	I..	1200	.....	.....	Oil...	Vor°.	DS..	Pu..	DP-Long..	SG...	Axle..		Tr..	.....	.....	3	15	18¾
Cletrac....80 Diesel	12–14	..	2.75	23000	96	18	16	H...	*	6-5x6	V..	I..	1300	.....	.....	Oil...	Vor°.	DS..	Pu..	DP-Long..	SG...	Axle..		Tr..	.....	17x	3	24	15
Eagle.....6A	3	14	3.33	4800	80	30	10½	U...	37–22	6-4x4¼	V..	I..	1416	Spl..	Zen..	G....	Vor..	DS..	Pu..	DP-TDi..	SG...	Axle.	2	Wh.	48x12	.....	3	16	8
Eagle.....E20-35	3	14	3.00	7500	84	28	13	H...	35–20	2-8x9	H..	I..	425	Dix..	Sch..	KD...	Own.	MF.	Pu..	ES-Own..	SG...	Axle.	2	Wh.	48x14	.....	2	24	10
Eagle.....H16-30	3	14	3.00	6800	87	30	15	H...	30–16	2-8x8	H..	I..	425	Dix..	Sch..	KD...	Own.	MF.	Pu..	ES-Own..	SG...	Hub.	2	Wh.	52x12	.....	2	24	10
Eagle.....H20-40	3	14	3.00	7840	94	32	15	H...	40–20	2-8x10	H..	I..	425	Spl..	Sch..	KD...	Own.	MF.	Pu..	ES-Own..	SG...	Hub.	2	Wh.	52x18	.....	2	24	10
Eagle.....H22-45	3	14	3.00	7840	94	32	15	H...	45–22	2-8½x10	H..	I..	425	Dix..	Sch..	KD...	Own.	MF.	Pu..	ES-Own..	SG...	Hub.	2	Wh.	52x18	.....	2	24	10
Fordson.....	3	14	3.12	3000	63	21½	9	H...	20–11	4-4½x5	V..	L..	1100	Bos..	Kin..	K....	Own.	CS..	Th..	Mo-Own..	Wo..	Axle.	2	Wh.	42x12	.....	3	9½	6½
Huber...Mod. Farm	2–3	14	3.00	3800	81⅛	25½	15	H°..	.....	4-4½x5¼	V..	I..	1200	Bos..	Zen..	G....	Pom.	DS..	Pu.	SP-TDi..	SG...	Axle.	2	Wh.	42x10	.....	3	14	6¾
Huber.....20-36	3–4	14	3.00	5500	83	26	10	H°..	36–20	4-4¾x6¼	V..	I..	1200	Bos..	Zen..	G....	Pom.	DS..	Pu..	SP-TDi..	SG...	Axle.	2	Wh.	50x12	.....	2	17	8½
Huber.....32-45	4–5	14	3.00	8000	83	26	10	H°..	45–32	4-5¼x6¼	V..	I..	1200	Bos..	Zen..	G....	Pom.	DS..	Pu..	MD-TDi..	SG...	Axle.	2	Wh.	50x14	.....	2	17	8½
Huber...Super Four	4–5	14	3.00	9000	95	28	8	H°..	62–40	4-5½x6½	V..	I..	1100	Eis..	Zen..	G....	Pom.	DS..	Pu..	MD-TDi.	SG...	Axle.	2	Wh.	56x20	.....	2	15	9¾
John Deere.....A	2	14	3.33	3525	87	16	10½	U...	.....	2-5½x6½	H..	I..	975	FM..	Sch..	KD...	Vor..	DS..	Th..	MD-Own.	SG...	Axle.	2	Wh.	50x6	.....	4	13	7½
John Deere.....D	3–4	14	3.50	4822	69½	27	10	U...	.....	2-6¾x7	H..	I..	900	Spl..	Sch..	KD...	Don..	DS..	Th.	MD-Own.	Cha..	Axle.	2	Wh.	46x11½	.....	3	13¼	8½
John Deere.....GP	2	14	3.00	3800	70½	16	10	U...	.....	2-6x6	H..	L..	950	Own.	Sch..	KD...	Vor..	DS..	Th.	MD-Own.	Cha..	Axle.	2	Wh.	42¾x10	.....	3	13	6½
John Deere.....B	1	16	3.33	2455	80	16	10¼	U...	.....	2-4¼x5¼	H..	I..	1150	FM..	Sch..	KD...	Don..	DS..	Th..	MD-Own.	SG...	Axle.	2	Wh.	48x5¼	.....	4	10¾	6
La Crosse.....H	3	14	3.00	3800	96	8	10	H..	24–12	2-6x7	H..	I..	900	AK..	Kin..	K....	Ben..	MF.	Pu..	.....	IG..	Rim..	2	Wh.	56x10	.....	1	10	8
Lauson.....S-20-35	3-4	14	3.50	5520	84	15	16	U...	35–20	4-4¾x6	V..	I..	1200	Eis..	Til..	G....	Pom.	DS..	Pu..	ES-Own..	SG...	Hub.	2	Wh.	48x12	.....	1	16	8
Lauson.....6S-22-35	3-4	14	3.50	.....	....	15	16	U...	35–22	6-3⅞x5	V..	I..	1200	Bos..	Til..	G....	Pom.	DS..	Pu..	ES-Own..	SG...	Hub.	2	Wh.	48x12	.....	1	16	8
Lauson.....6T-25-45	5	14	3.25	9060	110	17	11	H..	45–25	6-4½x6	V..	I..	1040	Eis..	Til..	G....	Pom.	DS..	Pu..	MD-TDi.	SG...	Hub.	2	Wh.	54x16	.....	1	17½	8
Mass.-Harr.....25	3	14	3.25	5165	84	26	10⅜	H..	40–25	4-4⅜x5¾	V..	I..	1200	Bos..	Kin..	GKD.	Own.	DS..	Pu..	SP-TDi..	SG...	Axle.	2	Wh.	48x12	.....	3	19	7½
Mass.-Harr.....GP	2	14	3.25	4024	52½	21	12¼	H...	20–13	4-4x4½	V..	L..	1200	Bos..	Zen..	GKD.	Own.	DS..	Pu..	SP-TDi..	SG...	Hub...		Wh.	38x8	.....	3	12½	6½
Mass.-Harr.....12	2	14	3.33	3544	78	23	10	H...	20–12	4-3⅞x5¼	V..	I..	1000	Bos..	Kin..	GKD.	Own.	DS..	Pu..	SP-TDi..	SG...	Axle.	2	Wh.	44x10	.....	3	17	6⅝
McC-Deer.....10-20	2	14	3.00	4265	78	30	10¼	U...	20–10	4-4¼x5	V..	I..	1000	Own.	Own.	GKD.	Own.	CS..	Th..	SP-Own..	SG...	Axle.	2	Wh.	42x12	.....	3	15½	7
McC-Deer.....15-30	4	14	3.25	6540	85	33	10½	U...	36–22	4-4¾x6	V..	I..	1050	Own.	Own.	GKD.	Own.	CS..	Pu..	SP-Own..	SG...	Axle.	2	Wh.	50x12	.....	3	16¾	9
McC-Deer.....W-30	3	14	3.25	5150	72½	27	10	U...	31–19	4-4¼x5	V..	I..	1150	Own.	Zen..	GKD.	Own.	CS..	Pu..	SP-Own..	SG...	Axle.	2	Wh.	42x12	.....	3	15¼	7
McC-Deer.....W-12	2	10	2.75	2900	60	18	11¼	U...	16–10	4-3x4	V..	I..	1700	Own.	Own.	G....	Own.	DS..	Th..	SP-Rock..	SG...	Axle.	2	Wh.	42x8	.....	3	13¼	6¼
McC-Deer.....O-12	2	10	....	3200	60	17	10	U...	.....	4-3x4	V..	I..	1400	Own.	Own.	G....	Own.	DS..	Th..	SP-Rock..	SG...	Axle.	2	Wh.	42¾x9	.....	3	13¼	6¼
McC-Deer...Fair.-12	....	....	....	3000	60	18	7¾	U...	.....	4-3x4	V..	I..	1400	Own.	Own.	G....	Own.	DS..	Th..	SP-Rock..	SG...	Axle.	2	Wh.	40x16	.....	3	13¼	6¼
McC-Deer.....F-12	2	10	3.00	2700	76	14	14	U...	15–10	4-3x4	V..	I..	1400	Own.	Own.	G....	Own.	DS..	Th..	SP-Rock..	SG...	Axle.	1	Wh.	54x6	.....	3	12⅝	6¼
McC-Deer.....F-20	2	14	2.75	3950	85	16	15	U...	22–12	4-3⅝x5	V..	I..	1200	Own.	Zen..	GKD.	Own.	CS..	Th..	SP-Own..	SG...	Axle.	2	Wh.	40x6	.....	4	14	6½
McC-Deer.....F-30	3	14	2.75	5300	94	17	16	U...	30–20	4-4¼x5	V..	I..	1150	Own.	Zen..	GKD.	Own.	CS..	Pu..	SP-Own..	SG...	Axle.	2	Wh.	42x12	.....	4	14⅝	7½
McC-Deer.....T-20	....	..	2.75	6450	52½	12	7⅝	H...	25–18	4-3⅝x5	V..	I..	1250	Own.	Zen..	GKD.	Own.	CS..	Pu..	SP-Own..	SG...	Spr..	..	Tr..	.....	10x52½	3	15¼	7
McC-Deer....TA-40	.....	..	2.75	10400	70	14	11¾	....	43–33	6-3⅝x4½	V..	I..	1600	Own.	Zen..	G....	Own.	DS..	Pu..	SP-Own..	SG...	Spr..	..	Tr..	.....	16x70	5	16¾	9
McC-Deer....TD-40	.....	..	2.75	11100	70	14	11¾	H...	43–34	4-4¾x6½	V..	I..	1100	Own.	Own.	Oil...	Don..	DS..	Pu..	SP-Own..	SG...	Spr..	..	Tr..	.....	16x70	5	16¾	9
Oliver.....Row Crop	2–3	14	3.20	4495	93¾	16	16½	H°..	27–18	4-4½x5¼	V..	I..	1150	Bos..	Ens..	GK...	Don..	DS..	Pu..	SP-B&B..	SG...	Axle.	2	Wh.	50½x⅝	.....	3	14½	7½
Oliver.....18-28	2–3	14	3.20	4077	72½	25	9¾	H°..	28–18	4-4½x5¼	V..	I..	1190	Bos..	Ens..	GK...	Don..	DS..	Pu..	SP-B&B..	SG...	Axle.	2	Wh.	44x10	.....	3	14½	7¼
Oliver.....28-44	3–5	14	3.30	5616	80	28	10¼	H°..	44–28	4-4¾x6¼	V..	I..	1125	Bos..	Ens..	GK...	Don..	DS..	Pu..	SP-B&B..	SG...	Axle.	2	Wh.	46x12	.....	3	16¾	8¼
Twin City..27-44-AT	5–6	14	2.90	9200	97	30	13½	H...	44–27	4-5½x6¾	V..	I..	900	Bos..	Sch..	GKD.	Don..	DS..	Pu..	SP-TDi..	SGB.	Axle.	2	Wh.	60x20	.....	2	21	8½
Twin City.....KTA	2–3	14	3.00	4300	78¼	16	21	H°..	20–11	4-4¼x5	V..	I..	1050	Bos..	Zen..	GKD.	Don..	DS..	Pu..	SP-TDi..	SGB.	Axle.	2	Wh.	42x10	.....	3	14	7
Twin City..21-32-FT	3–4	14	3.17	6070	84	28	9¼	H...	32–21	4-4½x6	V..	I..	1075	Bos..	Str..	GKD.	Don..	DS..	Pu..	SP-TDi..	SGB.	Axle.	2	Wh.	50x12	.....	3	16	7½
Twin City..17-28-TY	3	14	3.00	5350	84	28	9½	H...	28–17	4-4¼x6	V..	I..	1075	Bos..	Sch..	GKD.	Don..	DS..	Pu..	SP-TDi..	SGB.	Axle.	2	Wh.	50x12	.....	2	16	7½
Universal.....MTA	2–3	14	3.10	4774	90½	17	30	H°..	.....	4-4¼x5	V..	I..	1150	Bos..	Zen..	GKD.	Don..	DS..	Pu..	SP-TDi..	SGB.	Axle.	2	Wh.	42x10	.....	3	14	7
Wetmore.....12-25	3	12	3.50	3100	74	14	12½	No..	25–12	4-4x5¾	V..	L..	1050	Spl..	Sch..	GD...	AM..	DS..	Pu..	MO-Ful..	IG...	Hub.	2	Wh.	48x10	.....	3	12	7½
Wetmore.....12-20	2	14	3.25	2900	74	14	12½	No..	20–12	4-3¾x5	V..	....	1100	Spl..	Zen..	GD...	AM..	DS..	Pu..	MO-Ful..	IG...	Hub.	2	Wh.	42x10	.....	3	12	7½
Yuba.....25-40	8	14	2.08	9980	109	18½	11⅝	U...	40–25	4-5¼x7	V..	I..	800	Bos..	Str...	D....	Pom.	CS .	Pu..	MD-Lem.	SG...	Axle.	1	Tr..	.....	17½x	2	14	8½

ABBREVIATIONS
°—Others used also
AK—Atwater Kent
AM—Air Maize
B&B—Borg & Beck
Ben—Bennett
Bos—Bosch
Cha—Chain
CS—Circulating Splash
D—Distillate
Dix—Dixie
Don—Donaldson
DP—Double Plate
DS—Drilled Shaft
Eis—Eiseman
Ens—Ensign
ES—Expanding Shoe
FM—Fairbanks-Morse
Ful—Fuller
G—Gasoline
H—Horizontal
Hei—Heinze
I—In Head
IG—Internal Gear
K—Kerosene
Kin—Kingston
L—At Side
Lem—Lemlay
MD—Multiple Disc
MF—Multi-Feed Mechanical Oiler
MO—Multiple Disc in Oil
Pom—Pomona
Pu—Pump
Rock—Rockford
Sch—Schebler
Scin—Scintilla
SG—Spur Gear
SGB—Spur Gear and Bevel Gear
SP—Single Plate
Spl—Splitdorf
Spr—Sprocket
Str—Stromberg
Th—Thermo-Syphon
Til—Tillotson
Tr—Track
U—Universal
Uni—United
V—Vertical
Var—Variable
Vor—Vortex
Wh—Wheel
Wo—Worm
Zen—Zenith
*—110–92.3

AMERICAN GASOLINE

MAKE AND MODEL	GENERAL							ENGINE									ELECTRICAL SYSTEM					GOVERNOR		
						Tires Type and Sizes							Oiling System		Fuel System		Ignition System			Battery				
	Passenger Rating	Price—Chassis $	Standard Wheelbase (Ins.)	Tread—Front and Rear (Ins.)	Chassis Weight (Lbs.)	Front (Ins.)	Rear (Ins.)	Make and Model	Number of Cylinders, Bore and Stroke (Ins.)	Rated Horsepower (A.M.A.)	Maximum Brake H.P. at Specified R.P.M.	Valve Arrangement	Type	Oil Pressure to—	Carburetor Make and Type	Carburetor Size (Ins.)	Make	Current Source	Generator and Starter Make	Make	Voltage and Amp. Hrs. Capacity	Type	Maximum Governed Speed (M.P.H.)	Integral with Engine
A.C.F.....H12	30	....	188	79–70	.....	9.75/20	9.75/20d	HaS....166-3	6-4¼x5½	43.3	110–2200	I.	...	abcef.	Zen-Do..	1¾	P..	D-R..	B..	D-R.	Exi..	12–134	Su.	50	No..
A.C.F.....H9	40	....	235	81–74	.....	9.75/22	9.75/22d	HaS.....180	6-5x6	60.0	180–2200	I.	...	abcef.	Zen-Up..	2	P..	D-R..	B..	D-R.	Exi..	12–134	Su.	52	No..
A.C.F.....H15	30	....	188	.....	.....	9.00/20	9.00/20d	HaS.....135	6-4½x5	48.6	135–2600	I.	...	abcef.	Zen-Up..	1¾	P..	D-R..	B..	D-R.	Exi..	12–134	Su.	60	No..
A.C.F.....H13	30	....	158	81¼–70¼	.....	9.75/20	9.00/20d	HaS.....130	6-4¼x5	43.3	124–2800	I.	...	abcef.	Zen-Up..	1¾	P..	D-R..	B..	D-R.	Exi..	12–134	Su.	41	No..
Brockway.....90B	17	1525	149	62–64¼	4200	7.00/20	7.00/20d	Cont....28B	6-3⅜x4⅝	27.3	78–3100	L.	...	abce.	Zen-Up..	1½	P..	A-L..	B..	A-L..	Exi..	6–133	Su.	40	No..
Brockway.....120B	21	2750	188	62–64¼	5800	7.50/20	7.50/20d	Cont....30B	6-4x4⅛	38.4	82–2400	I.	...	abce.	Zen-Up..	1½	P..	A-L..	B..	A-L..	Exi..	12–133	Su.	40	No..
Brockway.....140B	25	3050	188	62–66	6385	8.25/20	8.25/20d	Cont....30B	6-4x4⅛	38.4	82–2400	I.	...	abce.	Zen-Up..	1½	P..	A-L..	B..	A-L..	Exi..	12–133	Su.	40	No..
Brockway.....141B	25	3400	188	66–69½	7600	9.00/20	9.00/20d	Cont....30B	6-4x4⅛	38.4	82–2400	I.	...	abce.	Zen-Up..	1½	P..	A-L..	B..	A-L..	Exi..	12–133	Su.	35	No..
Brockway.....170B	29	3700	188	66–69½	7700	9.00/20	9.00/20d	Cont....33B	6-4⅛x4¾	40.8	106–2600	I.	...	abce.	Zen-Up..	1¾	P..	A-L..	B..	A-L..	Exi..	12–133	Su.	35	No..
Day-Elder.....30B	30	5200	237	77–74	9500	9.00/22	9.00/22d	Here...RXC	6-4⅝x5¼	51.3	114–2200	L.	...	ab...	Zen-Do..	1¾	P..	D-R..	B..	.....	Exi..	12–140	Su.	40	No..
Fageol.....1350	.....	4400	.....	70½–64¼	10200	8.25/20	8.25/20	Wauk...6BK	6-3¾x4¼	33.7	82–2800	L.	...	abcde	Zen.....	1¼	P..	D-R..	B..	D-R.	Exi..	6–158	Ce.	.....	No..
Fageol.....2500	.....	4975	.....	70½–67⅞	10600	8.25/20	8.25/20d	Wauk..6MK	6-4½x3¾	40.8	82–2200	L.	...	abcde	Zen-Up..	1¼	P..	D-R..	B..	D-R.	Exi..	6–158	Ce.	.....	No..
Fageol.....3000	.....	5375	.....	70½–69½	10900	9.00/20	9.00/20d	Wauk..6-110	6-4x4¾	38.4	110–2800	F.	...	abcde	Zen-Do..	1¾	P..	D-R..	B..	D-R.	Exi..	6–158	Ce.	.....	Y...
Fargo.....80	21	....	165	64¼–66¾	.....	7.50/20	7.50/20d	Own.....Z	6-3⅝x5	31.5	96–3000	I.	...	abc..	Det-Up..	1¾	P..	D-R..	B..	N-D.	Wil..	12–120	Su.	44.6	Y...
Fargo.....81	.....	....	165	64¼–66¾	.....	7.00/20	7.00/20d	Own.....Z	6-3⅝x5	31.5	96–3000	I.	...	abc..	Det-Up..	1¾	P..	D-R..	B..	N-D.	Wil..	12–120	Su.	43.4	Y...
Fargo.....90	21	....	172	72½–72⅞	.....	8.25/20	8.25/20d	Own.....CG	8-3½x5	39.2	115–3000	I.	...	abc..	Str-Up..	1¾	P..	D-R..	B..	D-R.	Wil..	12–160	Su.	47.4	Y...
Fargo.....91	.....	....	172	72½–72⅞	.....	7.50/20	7.50/20d	Own.....CG	8-3½x5	39.2	115–3000	I.	...	abc..	Str-Do..	1¾	P..	D-R..	B..	D-R.	Wil..	12–160	Su.	57.0	Y...
Fargo.....94	29	....	238	72½–72⅞	.....	8.25/20	8.25/20d	Own.....CG	8-3½x5	39.2	115–3000	I.	...	abc..	Str-Do..	1¾	P..	D-R..	B..	D-R.	Wil..	12–144	Su.	58.7	Y...
Fargo.....95	29	....	238	72½–72⅞	.....	9.00/20	9.00/20d	Own.....CG	8-3½x5	39.2	115–3000	I.	...	abc..	Str-Do..	1¾	P..	D-R..	B..	D-R.	Wil..	12–60	Su.	49.3	Y...
Flxible.....20B-94	20–24	....	203¾	65½–68⅞	5500	8.25/20	8.25/20d	Buick.....90	8-3⅜x5	35.1	116–3200	I.	...	abce.	Mar.....	1⅞	P..	D-R..	B..	D-R.	Exi..	6–235	No	.....	No..
Flxible.....16C-64	16–20	....	201	56⅛–63½	3650	7.00/20	7.00/20d	Chev.....	6-3⅜x4	26.3	60–3000	I.	...	ac...	Car.....	1¼	P..	D-R..	B..	D-R.	Del..	6–90	No	.....	No..
Gramm.....175	21	....	190	66–69½	6750	7.50/20	7.50/20	Cont....20R	6-4½x4¾	40.8	.....	I.	...	abcd.	Zen.....	.....	P..	L-N..	B..	L-N..	USL	12–	Su.	51.0	.....
Gramm.....178	25	....	190°	66–69½	7000	8.25/20	8.25/20	Cont....21R	6-4⅝x4¾	45.9	.....	I.	...	abcd.	Zen.....	.....	P..	L-N..	B..	L-N..	USL	12–	Su.	.....	.....
Gramm.....131	35	....	236°	71½–71½	9600	9.00/20	9.00/20	Cont....16H	6-4¾x5¾	54.0	.....	L.	...	abcd.	Zen.....	.....	P..	L-N..	B..	L-N..	USL	12–	Ce.	50.0	.....
Guilder.....CB25	21	2750	174	64–64¼	5200	7.50/20	7.50/20d	Herc...WXC	6-4x4¼	43.3	73–2800	L.	...	abc..	Zen-Do..	.....	P..	D-R..	B..	D-R.	.....	.....	.....	.....	.....
Guilder.....EB26	23	3450	184	.....	.....	8.25/20	8.25/20d	Herc..WXC2	6-4½x4½	40.3	78–2400	L.	CS	abc..	Zen-Up..	1½	P..	D-R..	B..	D-R.	.....	.....	.....	.....	.....
Guilder.....GB3S	29	4550	.....	.....	.....	8.25/20	8.25/20d	Herc..WXC3	6-4¼x4½	.....	.....	L.	CS	abcd.	Zen-Up..	.....	.....	L-N..	B..	L-N.	.....	.....	.....	.....	.....
Guilder.....GB45	29	5750	220	71¾–69⅞	7450	9.00/20	9.00/20	Herc..YXC2	6-4½x4¾	.....	.....	.....	...	.....	Zen.....	.....	.....	.....	B..	.....	.....	.....	.....	.....	.....
Indiana.....16	22–24	....	130	79½–79½	10510	9.75/20	9.75/20d	Herc...WXC	6-4x4½	38.4	75–2400	L.	...	abce.	Str-Up..	.....	P..	A-L..	B..	A-L.	Exi..	6–120	Su.	43	No..
Indiana.....14B	16–21	....	180	61–67⅞	5100	7.50/20	7.50/20d	Herc....JXC	6-3¾x4¼	33.7	.....	L.	...	abc..	Str-Do..	1¼	P..	D-R..	B..	D-R.	Exi..	6–120	Su.	41.0	No..
Mack.....CG	20–21	....	168½	70¾–70¾	.....	9.00/18	9.00/18	Own.....BG	6-3⅝x5	31.6	90–3000	L.	...	abcd.	Str-Up..	1½	P..	RBos..	B..	D-R.	Exi..	12–118	Su.	49	No..
Mack.....CQ	31	....	178	82–73	.....	9.00/22	9.00/22d	Own.....CF	6-4¼x5½	43.3	118–2400	L.	...	abcd.	Str-Up..	1¾	P..	RBos..	B..	N-E..	Exi..	12–158	M.	48.7	No..
Mack.....CL	29–31	....	169	81–75½	.....	10.50/20	8.25/22d	Own.....CF	6-4¼x5½	43.3	118–2400	L.	...	abcd.	Str-Up..	1¾	P..	RBos..	B..	N-E..	Exi..	12–158	...	47.3	No..
Mack.....BT	44	....	196	82¾–73¼	.....	12.00/20	9.00/20d	Own.....BQ	6-4¾x5¾	54.1	132–2200	L.	...	abcd.	Str-Up..	1¾	P..	RBos..	B..	L-N..	Exi..	12–237	Ce.	46.7	Y...
Reo.....2L4	12	1145	166	59⅜–65½	3970	6.50/20	6.50/20d	Own.....S3	6-3⅜x5	27.3	75–2800	L.	...	abc..	Str-Do..	1½	P..	D-R..	B..	D-R.	Wil..	6–228	Su.	52.0	Y...
Reo.....3L6	.....	....	188	69⅜–70⅜	6375	8.25/20	8.25/20d	Own.....S5	6-3½x5	31.5	85–2800	L.	...	abc..	Str-Do..	1½	P..	D-R..	B..	D-R.	Wil..	12–133	...	.....	No..
Reo.....3L8	21	2755	188	69⅜–70⅛	6515	8.25/20	8.25/20d	Own.....S8	8-3⅜x5	36.5	110–2800	L.	...	abcd.	Sch-Up..	1¼	P..	D-R..	B..	D-R.	Wil..	12–133	Su.	52.0	Y...
Twin Coach.....40	.....	....	194	78½	.....	10.50/40	7.00/38d	Own...WXO	6-4½x4½	40.8	79–2400	L.	...	abcd.	Zen.....	.....	.....	Del..	B..	Del..	Exi..	12–134	.....	.....	.....
Twin Coach.....30	.....	....	140	72½	.....	9.00/18	7.50/20d	Own...WXO	6-4½x4½	40.8	83–2400	L.	...	abcd.	Zen.....	.....	.....	Del..	B..	Del..	Exi..	12–134	.....	.....	.....
Twin Coach.....20	.....	....	140	72	.....	9.00/18	9.00/18s	Own...WXO	6-4½x4½	40.8	83–2400	L.	...	abcd.	Zen.....	.....	.....	Del..	B..	Del..	Exi..	12–134	.....	.....	.....
Twin Coach.....15	.....	....	132	58⅞	.....	7.50/18	7.50/18s	Own....JCX	6-3¾x4¼	33.7	73–2800	L.	...	abcd.	Zen.....	.....	.....	Del..	B..	Del..	Exi..	6–	.....	.....	.....
Twin Coach.....30A	.....	.....	172	72½	.....	9.00/18	8.25/20d	Own...WRX	6-4¼x4½	43.3	92–2400	L.	...	abcd.	Zen.....	.....	.....	Del..	B..	Del..	Exi..	12–134	.....	.....	.....
Twin Coach.....19	.....	.....	142	64½	.....	9.00/15	9.00/20s	Own...JXCT	6-3¾x4½	33.7	79–2800	L.	...	abcd.	Zen.....	.....	.....	Del..	B..	Del..	Exi..	12–	.....	.....	.....
Twin Coach.....23	23	5500	174	68–64	8400	9.75/15	7.50/18d	Here..JXDT	6-4x4¼	38.4	87–2400	L.	...	abcd.	Zen-Up..	1¼	V..	D-R..	B..	D-R.	Exi..	12–117	Su.	35	Y...
Twin Coach.....37R	37	10750	207	82¾–75¼	13500	9.00/20	9.00/20	Here..RXCT	6-4⅝x5¼	48.6	126–2400	L.	...	abcd.	Zen-Do..	1¾	V..	D-R..	B..	D-R.	Exi..	12–134	Su.	35	Y...
Ward La France..29A	29	6500	219	73¾–69½	8175	9.00/20	9.00/20d	Wauk...SRL	6-4⅝x5⅛	46.0	105–2400	I.	...	abcde	Zen-Up..	1½	V..	D-R..	B..	L-N..	Wil..	12–209	...	2250	Y...
Ward La France..47B	47	8500	265	81¾–74	12460	9.75/22	9.75/22	Wauk....RB	6-5x5¾	60.0	125–2400	L.	...	abcde	Zen-Up..	2	V..	L-N..	B..	L-N.	Wil..	12–209	Ce.	41	Y...
White.....54	29	7500	240	75¾–69⅞	10200	9.00/20	9.00/20d	Own.....5A	6-4⅝x5¾	51.3	130–2300	I.	...	abcd.	Zen-Up..	2	P..	D-R..	B..	L-N..	Wil°	12–170	Ce.	55.7	Y...
White.....54A	38–41	8500	250	75¾–69¾	.....	9.75/20	9.75/20d	Own.....5A	6-4⅝x5¾	51.3	130–2300	I.	...	abcd.	Zen-Up..	2	P..	D-R..	B..	L-N..	Wil°	12–170	Ce.	51.5	Y...
White.....613	16–21	2950	180	.....	5780	7.50/20	7.50/20d	Own....4AB	6-3¼x4½	33.7	77–2400	L.	...	abcde	Zen-Up..	1¼	P..	D-R..	B..	L-N..	Wil°	6–133	Su.	43	Y...
White.....65	21	4850	180	79⅞–67⅞	7550	8.25/20	8.25/20d	Own.....7A	6-4⅝x5½	42.1	105–2300	I.	...	abcd.	Zen-Up..	1¾	P..	D-R..	B..	L-N..	Wil°	12–108	Ce.	52.7	Y...
White.....65A	25–29	5450	212	79½–69⅝	9100	9.00/20	9.00/20d	Own.....7A	4-3¾x5½	42.1	105–2300	I.	...	abcd.	Zen-Up..	1¾	P..	D-R..	B..	L-N..	Wil°	12–130	Ce.	49.8	Y...
White.....684	32	1100	166°	80⅝–68⅛	14000	9.75/20	7.50/24d	Own.....10A	12-3½x3⅝	63	121–3800	L.	...	abcde	Zen-Up..	.....	P..	D-R..	B..	L-N..	Wil..	12–128	Ce.	47.8	Y...
White.....685	44	16000	215	81½–71⅞	.....	12.00/20	9.00/24d	Own.....6A	12-4¼x4¼	97.2	225–2400	L.	...	abcde	Zen-Do..	1¾	P..	D-R..	B..	L-N..	Wil..	12–228	Ce.	53	Y...
Yellow Coach.....714	18	....	155¾	72⅜–71¼	.....	7.50/20	7.50/20	Own.....257	6-3⅞x4½	28.3	83–2800	I.	...	ab...	Zen-Do..	1¼	P..	D-R..	B..	D-R.	Exi..	12–95	Su.	.....	Y...
Yellow Coach.....715	21	....	155¾	69½–67⅞	.....	8.25/20	6.50/20d	Own.....257	6-3⅞x4½	28.3	83–2800	I.	...	ab...	Zen-Do..	1¼	P..	D-R..	B..	D-R.	Exi..	12–95	Su.	.....	Y...
Yellow Coach.....716	23	....	179	69½–67⅞	.....	8.25/20	7.50/20d	Own.....331	6-3¾x5	33.75	96½–2800	I.	...	ab...	Zen-Up..	1½	P..	D-R..	B..	D-R.	Exi..	12–121	Su.	.....	Y...
Yel. Coach.818C-819B	29	....	225	80¼–71	.....	10.50/22	10.50/22d	Own.....616	6-4⅞x5½	57.04	151–2300	I.	...	abd..	Str-Do..	.....	P..	D-R..	B..	D-R.	Exi..	12–126	Ce.	.....	Y...
Yel. Coach.834C-835B	33	....	250	80¼–71	.....	10.50/22	10.50/22d	Own.....707	6-5x6	60.0	174–2300	I.	...	abd..	Str-Do..	.....	P..	D-R..	B..	D-R.	Exi..	12–126	Ce.	.....	Y...
Yellow Coach.....717	30	....	178⅝	89½–74½	.....	9.00/22	9.00/22d	Own.....450	6-4½x5	45.9	120–2300	I.	...	abd..	Zen-Up..	1½	P..	D-R..	B..	D-R.	Exi..	12–126	Su.	.....	Y...
Yellow Coach.....718	40	....	213	83⅝–72¼	.....	9.75/24	9.75/24d	Own.....616	6-4⅞x5½	57.04	151–2300	I.	...	abd..	Str-Up..	2	P..	D-R..	B..	D-R.	Exi..	12–126	Ce.	.....	Y...
Yellow Coach.....722	21	....	179	69½–67⅞	.....	8.25/20	7.50/20d	Own.....400	6-4½x5	40.9	112½–2800	I.	...	abd..	Zen-Up..	1½	P..	D-R..	B..	D-R.	Exi..	12–111	Su.	.....	Y...

ABBREVIATIONS:

°—Others furnished
a—Main Bearings
Air—Air Booster
A-L—Auto Lite
Alm—Almetal
Am—Amidships
A-P—Air Pressure
b—Connecting Rod Bearings
B—Battery (Ignition)
B—Ballons (Tires)
Bal—Ball and Ball
BM—Battery and Magneto
B&B—Borg & Beck
BG—Bevel Gear
B-L—Brown Lipe
Blo—Blood
Bos—Bosch
B-PS—Bevel Pinion and Sector
c—Camshaft Bearings
C-A—Cast Aluminum
C&L—Cam and Lever
Cad—Cadillac
Ce—Centrifugal
Che—Chevrolet
Cla—Clark
Cle—Cleveland
Col—Columbia
Cont—Continental
CS—Circulating Splash
d—Dual
d—(Oiling System)—Wrist Pins
Day—Dayton
D-C—Disk Cast Steel
D-Ds—Disk Drive Shaft (Brakes)
DS—Dual Solid
DeJ—DeJon
Del—Delco
Det—Detroit Lubricator
Dir—Direct
Do—Downdraft
D-P—Disk Pressed Steel
DP—(Clutch)—Double Plate
DR—Double Reduction
D-R—Delco-Remy
Dtl—Detlaff
e—Gear Case (Oiling System)
Eat—Eaton
E-Ds—External Drive Shaft
E-Fw—External Four Wheel
Eng—Unit with Engine
E-P—Electric Pump
ErM—Erie Mall
E-Rw—External Rear Wheels
E-T—External Transmission
Exi—Exide
f—Rocker Arm Shaft (Oiling System)
½F—Semi-Floating
¾F—Floating
F—In Head and Side
FF—Full Floating
Ful—Fuller
Fw—4-Wheel
g—Waterpump Shaft
G—Gravity
GE—General Electric
Han—Handy
Hann—Hannum
HaS—Hall Scott

MOTOR BUS CHASSIS

TRANSMISSION						REAR AXLE					BRAKES					SPRINGS			RUNNING GEAR								MAKE AND MODEL
	Gearset or Electric Driven System										Service			Hand					Steering Gear			Wheels					
Clutch—Make and Type	Make	Location	No. of Forward Speeds	Low Speed Gear Reduction	Universal Joints, Number and Make	Make and Model	Final Drive	Type	Ratio	Drive and Torque taken by—	Type and Location	Operation	Lining Area (Sq. Ins.)	Type and Location	Lining Area (Sq. Ins.)	Front Length and Width (Ins.)	Rear Length and Width (Ins.)	Shackles-Type	Front Axle Make	Make	Type	Outside Dia. of Min. Turning Circle (Ft.)	Make	Number	Type and Material		
B-L-SP....	B-L.	Eng..	4	6.15	3-Spi.	Tim...58207	SB..	FF..	5.12	Hot.	I-Fw.	Air...	576	E-Ds..	160	52-3½	60-4	M.	Tim..	Ross..	C&L..	60	Budd..	6	D-P..	A.C.F.	H12
Long-DP..	B-L.	Eng..	3	3.80	2-Spi.	Tim...59021	SB..	FF..	5.12	Hot.	I-Fw.	Air...	850	E-Ds..	220	54-3½	64-5	M.	Tim..	Ross..	C&L..	80	Budd..	6	D-P..	A.C.F.	H9
B-L-SP....	B-L.	Eng..	3	3.72	2-Spi.	Tim...58212	SB..	FF..	5.12	Hot.	I-Fw.	Air...	622	E-Ds..	160	52-3½	60-4	M.	Tim..	Ross..	C&L..	60	Hoop..	6	S-P..	A.C.F.	H15
B-L-SP....	B-L.	Eng .	3	3.72	2-Spi.	Tim...58212	SB..	FF..	5.57	Hot.	I-Fw.	Air...	622	E-Ds..	160	56-3½	60-3½	M.	Tim..	Ross..	C&L..	55	Hoop..	6	S-P..	A.C.F.	H13
B&B-SP...	War	Eng..	4	6.40	3-Spi.	Tim..54300H	SB..	FF..	5.83	Hot.	I-Fw.	H-....	366	E-Ds..	23¾	37-2¼	52-2½	M.	Col..	Ross..	C&L..	54	Budd..	6	D-P..	Brockway	90B
B-L-SP....	B-L.	Eng..	4	6.14	3-Spi.	Tim..54300H	SB..	FF..	5.83	Hot.	I-Fw.	H-....	366	E-Ds..	45	40-2½	60-3	M.	Col..	Ross..	C&L..	60	Budd..	6	D-P..	Brockway	120B
B-L-SP....	B-L.	Eng..	4	6.14	3-Spi.	Wisc...5000L	IG..	FF..	6.66	Hot.	I-Fw.	H-V..	366	E-Ds..	45	40-2½	60-3	M.	Col..	Ross..	C&L..	60	Budd..	6	D-P..	Brockway	140B
B-L-SP....	B-L.	Eng..	4	6.14	3-Spi.	Wisc..72000L	IG..	FF..	7.27	Hot.	I-Fw.	H-V..	417	E-Ds..	45	40-2½	60-3	M.	Shu..	Ross..	C&L..	60	Budd..	6	D-P..	Brockway	141B
B-L-SP....	B-L.	Eng..	4	6.63	3-Spi.	Wisc.72000H	IG..	FF..	7.27	Hot.	I-Fw.	H-V..	417	E-Ds..	45	40-2½	60-3	M.	Shu..	Ross..	C&L..	60	Budd..	6	D-P..	Brockway	170B
B-L-SP....	B-L.	Eng..	4	6.27	3-Spi.	Tim...59000	SB..	FF..	6.12	Hot.	I-Fw.	Air...	606	E-Ds..	121	46-3	64-4	M.	Tim .	Ross..	C&L..	.....	Budd..	6	S-P..	Day-Elder	30B
Long-SP...	War	Eng..	4	6.40	3-Spi.	Tim..54200H	SB..	FF..	5.80	Hot.	I-Fw.	H-V..	306	E-Ds..	61	60-3	60-3	R..	Tim..	Ross..	C&L..	.....	Budd..	..	D-P..	Fageol	1350
B-L-SP....	B-L.	Eng..	4	6.30	3-Spi.	Tim..56200H	SB..	FF..	6.16	Hot.	I-Fw.	H-V..	355	E-Ds..	46	60-3	60-3	R..	Tim..	Ross..	C&L..	.....	Budd..	..	D-P..	Fageol	2560
B-L-SP....	B-L.	Eng..	4	6.30	3-Spi.	Tim..58200H	SB..	FF..	7.20	Hot.	I-Fw.	H-V..	398	E-Ds..	46	60-3	60-3	R..	Tim..	Ross..	C&L..	.....	Budd..	..	D-P..	Fageol	3000
B&B-SP...	Own	Eng..	4	6.86	3-Cle	Cla.....B640	SB..	FF..	6.37	Hot.	I-Fw.	H-V..	351	E-Ds..	44	42-3	56-3½	M.	Own.	Sag..	W&S..	56	Budd..	6	D-P..	Fargo	80
B&B-SP...	Own	Eng..	4	6.86	3-Cle	Cla.....B640	SB..	FF..	6.37	Hot.	I-Fw.	H-V..	351	E-Ds..	44	42-3	56-3½	M.	Own.	Sag..	W&S..	56	Budd..	6	D-P..	Fargo	81
B&B-SP...	Own	Eng..	4	6.86	3-Cle	Tim.....	Wo.	FF..	6.20	Hot.	I-Fw.	H-V..	385	E-Ds..	89	44-3	60-3½	M.	Own.	Sag..	W&S..	59¼	Budd..	6	D-P..	Fargo	90
B&B-SP...	Own	Eng..	4	6.86	3-Cle	Tim.....	Wo.	FF..	5.00	Hot.	I-Fw.	H-V..	385	E-Ds..	89	44-3	60-3½	M.	Own.	Sag..	W&S..	62¾	Budd..	6	D-P..	Fargo	91
B&B-SP...	Own	Eng..	4	6.86	4-Cle	Tim.....	Wo.	FF..	5.00	Hot.	I-Fw.	H-V..	385	E-Ds..	44	52-3	60-3½	M.	Own.	Sag..	W&S..	75	Budd..	6	D-P..	Fargo	94
B&B-SP...	Own	Eng..	4	6.86	4-Cle	Tim.....	Wo.	FF..	6.20	Hot.	I-Fw.	Air...	600	E-Ds..	89	52-3	60-3½	M.	Own.	Sag..	W&S..	75	Budd..	6	D-P..	Fargo	95
B-L-SP....	B-L.	Eng..	3	3.72	4-Spi.	Tim..56200H	SB..	FF..	5.28	Hot.	I-Fw.	H-V..	.....	E-Ds..	.....	41-2½	57½-3	M.	Tim..	Ross..	C&L..	.....	Budd..	..	D-P..	Flxible	20B-94
Che-SP....	Che.	Eng..	4	7.23	3-Che	Chevrolet....	SB..	¾F.	5.43	TT.	I-Fw.	M-V..	.....	I-R..	.....	26-1¾	45-2½	M.	Che..	Che..	W&S..	67	Che..	..	D-P..	Flxible	16C-64
B-L-SP....	B-L.	Eng..	4	6.20	3-Blo	Tim...58200	SB..	FF..	.....	.....	I-Fw.	H-V..	375	E-Ds..	45	44-2½	60-3	M.	Tim..	Ross..	C&L..	.....	Budd..	4	D-P..	Gramm	175
B-L-SP....	B-L.	Eng..	4	6.30	4-Blo	Wisc..69317	DR.	FF..	.....	.....	I-Fw.	H-V..	375	E-Ds..	31	44-2½	60-3	M.	Tim..	Ross..	C&L..	.....	Budd..	4	D-P..	Gramm	178
Ful-MDD .	Ful.	Eng..	4	6.30	4-Blo	Wisc...12527	DR.	FF..	.....	.....	I-Fw.	Air...	576	E-Ds..	61	44-3	60-4	M.	Tim..	Ross..	C&L..	.....	Budd..	4	D-P..	Gramm	131
B-L-SP....	....	Eng..	4	....	3-Spi.	Tim...54200	SB..	FF..	5.00	RR.	I-Fw.	H-V..	.....	E-Ds..	.....	40-2½	50-3	M.	Tim..	Ross..	C&L..	.....	Budd..	6	D-P..	Guilder	CB25
B-L-SP....	B-L.	Eng..	4	6.14	3-Spi.	Tim...56200	SB..	FF..	5.50	RR.	I-Fw.	H-V..	.....	E-Ds..	.....	42-2½	60-3	M.	Tim..	Ross..	C&L..	.....	Budd..	.	D-P..	Guilder	EB26
B-L-SP....	....	Eng..	.....	....	3-Spi.	Tim..35000H	....	FF..	.....	RR.	I-Fw.	H-V..	.....	E-Ds..	.....	42-3	60-3	M.	Tim..	Ross..	C&L..	.....	Budd..	..	D-P..	Guilder	GB35
B-L-SP....	B-L.	Eng..	4	....	3-Spi.	Tim...35100	SB..	FF..	.....	RR.	I-Fw.	H-V..	.....	E-Ds..	.....	42-3	60-3½	M.	Tim..	Ross..	C&L..	.....	Budd..	..	D-P..	Guilder	GB45
B-L-SP....	B-L.	Eng..	3	4.03	3-Spi.	Tim..56220H	SB..	FF..	6.16	Hot.	I-Fw.	H-V..	400	E-Ds..	83	56-3	56-3	M.	Tim..	Ross..	C&L..	22	Budd.	6	D-P..	Indiana	16
B-L-SP....	B-L.	Eng..	4	6.30	3-Spi.	Tim..56200H	SB..	FF..	6.16	Hot.	I-Fw.	H-V..	330	E-Ds..	45	39½-2½	60-3	M.	Tim..	Ross..	C&L..	33	Budd .	6	D-P..	Indiana	14B
Own-SP...	Own	Eng..	3	3.91	3-Spi.	Own.....CG	SB..	FF..	4.90°	Hot.	I-Fw.	H-V..	363	E-Ds..	82	48-2½	54-2½	R..	Own.	Own..	.....	54	Own..	6	S-C..	Mack	CG
Own-SP...	Own	Eng..	3	3.91	2-Spi.	Own.....CQ	SB..	FF..	.....	.....	I-Fw.	Air...	.....	E-Ds..	.....	60-3½	60-4	...	Own.	Own..	W&S..	63½	Own..	6	S-C..	Mack	CQ
Own-SP...	Own	Eng..	3	3.83	4-Spi.	Own.....CL	SB..	FF..	5.43°	Hot.	I-Fw.	Air...	635	E-Ds..	86	60-3½	60-3½	M.	Own.	Own.	W&S..	59⅔	Own..	6	S-C..	Mack	CL
Own-SP...	Own	Am..	4	5.15	4-Spi.	Own.....BT	DR.	FF..	4.68°	Hot.	I-Fw.	Air...	746	E-Ds..	203	56-3½	70-4	R..	Own.	Ross.	C&L..	66	Own..	6	S-C..	Mack	BT
B&B-SP...	Own	Eng..	4	6.72	3-Cle	Own.....	SB..	FF..	5.28	Hot.	I-Fw.	Hyd..	289	E-Ds..	132	40-2¼	54-2½	M.	Own.	Ross.	C&L..	29	Mot..	6	S-P..	Reo	2L4
Long-DP..	Own	Eng..	4	6.61	3-Cle	Own.....	SB..	FF..	.....	Hot.	I-Fw.	H.....	.....	E-Ds..	.....	44-3	60-3	...	Own.	Ross.	C&L..	33	Mot..	6	S-C..	Reo	3L6
Long-DP..	Own	Eng..	4	6.60	3-Cle	Own.....	SB..	FF..	5.57	Hot.	I-Fw.	H-V..	399	E-Ds..	88¼	44-3	60-3	M.	Own.	Ross.	C&L..	.....	Mot..	6	S-P..	Reo	3L8
Own-SP ..	B-L.	Eng..	3	4.01	4-Cle	Tim.65401A1	Wo.	FF..	6.20	Hot.	I-Fw.	Air...	588	E-Ds..	141	60-4	60-4	...	Tim..	Ross..	.....	66	Day..	6	.....	Twin Coach	40
Own-SP...	B-L.	Eng..	3	4.01	3-Cle	Tim.56010B2	SB..	FF..	6.16	Hot.	I-Fw.	Air...	588	E-Ds..	70½	56-3	56-3	...	Tim..	Ross..	.....	49	Day..	6	.....	Twin Coach	30
Own-SP...	B-L.	Eng..	3	4.01	3-Cle	Tim.56010A1	SB..	FF..	6.16	Hot.	I-Fw.	Air...	588	E-Ds..	70½	56-3	56-3	...	Tim..	Ross..	.....	56	Day..	4	.....	Twin Coach	20
Own-SP...	B-L.	Eng..	3	3.33	3-Cle	Tim...53600	SB..	FF..	5.14	Hot.	I-Fw.	H-V..	310	E-Ds..	45	46-2½	46-2½	...	Tim..	Ross..	.....	45	Day..	4	.....	Twin Coach	15
Own-SP...	B-L.	Eng..	3	4.01	3-Cle	Tim.65401A1	SB..	FF..	6.16	Hot.	I-Fw.	Air...	588	E-Ds..	70½	56-3	56-3	...	Tim..	Ross..	.....	60	Day..	6	.....	Twin Coach	30A
Own-SP...	B-L.	Eng..	3	2.78	3-Cle	Tim.53600C3	SB..	FF..	5.14	Hot.	I-Fw.	Air...	392	E-Ds..	45	46-2½	46-2½	...	Tim..	Ross..	.....	45	Day..	4	.....	Twin Coach	19
Spi-SP....	Spi..	Eng..	3	2.78	3-Cle	Tim...53520	SB..	FF..	5.14	Hot.	I-Fw.	Air...	.....	E-Ds..	.....	46-2½	60-2½	M.	Tim..	Ross..	C&L..	.....	Day..	6	S-P..	Twin Coach	23
Spi-SP....	Spi..	Eng..	3	4.01	2-Spi.	Tim...58200	SB..	FF..	5.9	Hot.	I-Fw.	Air...	576	E-Ds..	.....	60-4	60-4	M.	Tim..	Ross..	C&L..	.....	Budd..	6	D-P..	Twin Coach	37R
B-L-SP....	B-L.	Eng..	4	5.18	.....	Tim..58205W	SB..	FF..	6.14	Hot.	I-Fw.	Air...	570	E-Ds..	90	42-3	60-3½	M.	Shu..	Ross..	C&L..	78	Budd..	6	D....	Ward La France	29A
B-L-DP...	B-L.	Eng..	.....	.....	4-Spi.	Tim..59000W	SB..	FF..	4.55	Hot.	I-Fw.	Air...	696	-Ds..	120	48-3	68-5	M.	Tim..	Ross..	C&L..	90	Budd..	10	S-P..	Ward La France	47B
Own-SP...	Own	Eng..	4	5.05	4-Spi.	Own.....1C	SB..	½F.	4.56	Hot.	I-Fw.	Air...	620	I-Ds..	163	48-3	64-4	M.	Own.	Ross..	C&L..	36	Budd..	6	D-P..	White	54
Own-SP...	Own	Eng..	4	5.05	4-Spi.	Own.....12C	SB..	FF..	5.11	Hot.	I-Fw.	Air...	620	I-Ds..	163	48-3	64-4	M.	Own.	Ross..	C&L..	42½	Budd..	6	D-P..	White	54A
Own-SP...	Own	Eng..	4	4.12	3-Spi.	Own.....7CB	SB..	½F.	5.71	Hot.	I-Fw.	H-V..	343	E-Ds..	83	41-2½	51-3	M.	Own.	Hann.	W&S..	81	Budd..	6	D-P..	White	613
Own-SP...	Own	Eng..	4	6.02	3-Spi.	Own.....8C	SB..	½F.	4.75	Hot.	I-Fw.	Air...	478	E-Ds..	115	46-3	60-3	M.	Own.	Ross.	C&L..	34½	Budd..	6	D-P.	White	65
Own-SP...	Own	Eng..	4	6.02	3-Spi.	Own.....11C	SB..	FF..	5.18	Hot.	I-Fw.	Air...	554	I-Ds..	82	46-3	60-3½	M.	Own.	Ross..	C&L..	34½	Budd..	6	D-P.	White	65A
Own-MDO	Own	Eng..	3	4.01	2-Spi.	Own.....	SB..	FF..	5.71	Hot.	I-Fw.	Air...	587	E-Ds..	123	60-3½	60-3½	M.	Own.	Ross..	C&L..	32	Budd..	6	D-P..	White	684
Own-MDO	Own	Am..	4	3.90	2-Spi.	Own.....17C	SB..	FF..	5.58	Hot.	I-Fw.	Air...	960	E-Ds..	122½	64-4	64-4	M.	Own.	Ross..	C&L..	37	Own..	6	S-C..	White	685
Own-DP...	Own	Eng..	3	2.84	3-Spi.	Tim..53204H	SB..	FF..	6.20	Hot.	I-Fw.	H-V..	395	I-Ds..	44.4	54-2½	54-2½	R..	Tim..	Sag...	W&S..	41	Mot..	4	D-P..	Yellow Coach	714
Own-DP...	Own	Eng..	3	2.84	3-Spi.	Tim..53404H	SB..	FF..	6.80	Hot.	I-Fw.	H-V..	393	I-Ds..	44.4	54-2½	54-2½	R..	Tim..	Sag...	W&S..	45	Mot..	6	D-P..	Yellow Coach	715
Long-SP...	Spi.	Eng..	3	3.51	3-Spi.	Ti..56200DW	SB..	FF..	5.70	Hot.	I-Fw.	Air...	614	I-Ds..	44.4	54-3	54-3	R..	Tim..	Sag...	W&S..	66	Mot..	6	D-P..	Yellow Coach	716
Long-DP..	Spi.	Eng..	4	4.27	4-Spi.	Ti..59017DW	SB..	FF..	4.99	Hot.	I-Fw.	Air...	865	I-Ds..	88.8	60-3½	72½-4	M.	Tim..	Ross.	C&L..	.....	Budd.	6	D-P..	Yel. Coach	818C-819B
Long-DP..	Spi.	Eng..	4	4.27	4-Spi.	Ti..59017DW	SB..	FF..	4.09	Hot.	I-Fw.	Air...	865	I-Ds..	88.8	60-3½	72½-4	M.	Tim..	Ross.	C&L..	85	Budd.	6	D-P..	Yel. Coach	834C-835B
Long-SP...	Own	Am..	3	3.31	4 Mee	Tim...57100	SB..	FF..	5.87	Hot.	I-Fw.	Air...	678	E-Ds..	44.2	59-3	58-3	R..	Tim..	Sag...	W&S..	66½	Mot..	6	D-P..	Yellow Coach	717
Long-SP...	Spi.	Eng..	3	3.32	2 Mee	Tim...59105	SB..	FF..	6.55	Hot.	I-Fw.	Air...	804	E-Ds..	106.9	64-4	64-4	M.	Tim..	Sag...	W&S..	60½	Own..	4	C-A..	Yellow Coach	718
Long-SP...	Spi.	Eng..	3	3.72	3-Spi.	Ti..56200DW	SB..	FF..	4.44	Hot.	I-Fw.	Air...	614	I-Ds..	44.4	54-3	54-3	R..	Tim..	Sag...	W&S..	66	Mot..	6	D-P..	Yellow Coach	722

Herc—Hercules
Hoop—Hoopes Bros.
Hot—Hotchkiss (Springs)
H-V—Hydraulic Vacuum Booster
Hyd—Hydraulic
I—In Head
I-Ds—Internal Driveshaft
I-Fw—Internal Four Wheel
IG—Internal Gear
I-Rw—Internal Rear Wheel
L—L Head
L-N—Leece Neville
Lyc—Lycoming
M—Magneto (Ignition)
M—Metal (Shackles)
Mal—Mallory
MDO—Double Disk—In Oil
MDD—Multiple Dry Disk
M&E—Merchant & Evans
Mec—Mechanics
Mot—Motor Wheel
M-P—Mechanical Pump
Mun—Muncie
N-D—North East & Delco-Remy
N-E—North East
N&L—Nuts and Lever
Opt—Optional
P—Pneumatic (Tires)
P—Pressure (Fuel Feed)
Pu—Fuel Pump
R—Rubber
RA—Wheels Swung from Radius Arms
RBos—Robert Bosch
RR—Radius Rods
RwDs—Rear wheels and drive shafts—Single
Sag—Saginaw
SB—Spiral Bevel
S-C—Spoked Cast Steel
Sch—Schebler
SeU—Separate Unit
Shu—Shuler
S&L—Screw and Lever
S&N—Screw and Nut
SP—Single Plate
S-P—Spoked Pressed Steel
Spec—Special
Spi—Spicer
SSD—Spoked Steel Disk
Std—Standard
Str—Stromberg
Stw—Stewart
Su—Suction
Tim—Timken
Uni—Universal Machine
U-P—Universal Products
Up—Updraft
Var—Various
Ver Vac—Vacuum
War—Warner Corp.
Wauk—Waukesha
W-G—Warner Gear
Wil—Willard
Wisc—Wisconsin
Wo—Worm
W&R—Worm and Roller
W&S—Worm and Sector
W&W—Worm & Wheel
Zen—Zenith

AMERICAN STOCK

MAKE AND MODEL	Designed For	Number of Cylinders, Bore and Stroke (Ins.)	Rated H.P. (N.A.C.C.)	R.P.M. at Maximum Brake H.P.	Piston Displacement (Cu. Ins.)	Compression Ratio	Number of Point Suspension	CYLINDERS: Head	CYLINDERS: No. Cast in One Piece	CRANKCASE: Upper Half: Integral with Cylinders	CRANKCASE: Upper Half: Material	CRANKCASE: Material (Lower Half)	VALVES: Arrangement	VALVES: Head Material	VALVES: Clear Diameter (Ins.)	VALVES: Lift (Ins.)	FRONT END DRIVE: Type	FRONT END DRIVE: Non-Metallic Gear Used On	PISTONS: Material	PISTONS: Length (Ins.)	PISTONS: Weight (with Pins, Rings & Bushings) Ozs.	PISTONS: Piston Pin Diameter and Length (Ins.)	Number of Rings per Piston
American La France 312	T, B, Tr, M	12-4x5	76.8	240-2800	753.9	5.16	3, 4	Det.	12	Int.	ChNI	ChNI	I	ChNI	1.75	.406	Chain		Al.	4.84	39.00	1.12x3.62	4
American La France 316	T, B, Tr, M	16-4x5	102.4	320-2800	1005.0	5.5	3, 4	Det.	16	Int.	ChNI	ChNI	I	ChNI	1.75	.406	Chain		Al.	4.84	39.00	1.12x3.62	4
Automatic J5½	T, Tr, Mar	4-5½x7	48.40	48-800	665.2	4.00	4	Int.	1	Sep.	Iron.	Iron.	L	Sil.	2.25	.440	Spur	None	CI.	7.00	100.0	1.43x4.62	4
Automatic M	T, Tr, Mar	4-6½x8	67.10	62-675	1061.7	4.00	4	Det.	1	Sep.	Iron.	Iron.	L	Sil.	2.50	.562	Spur	None	CI.	9.00	356.0	1.68x1.12	4
Automatic N	T, Tr, Mar	4-7½x9	89.80	75-540	1588.0	4.00	4	Det.	1	Sep.	Iron.	Iron.	L	Sil.	3.00	.562	Spur	None	CI.	10.50	548.0	2.00x7.12	4
Automatic R	T, Tr, Mar	4-8½x10	111.50	100-500	2288.0	4.00	4	Det.	1	Sep.	Iron.	Iron.	L	Sil.	3.25	.687	Spur	None	CI.	12.31	752.0	2.43x8.00	4
Buda† BA-6	T, Tr, B	6-4½x5⅛	40.80	83-2100	411.0	5.30	3	Det.	6	Sep.	Al.	Al.	L	Sil°	2.12†	.312†	Heli	None	CI.	5.00	64.0	1.50x3.12	4
Buda† BTU	T, Tr, B	4-5x6½	40.00	61-1400	510.5	3.90	3	Det.	4	Sep.	Iron.	Iron.	L	Sil°	2.43	.31†	Heli	None	CI.	6.75	142.0	1.37x4.37	4
Buda BUS	T, Tr, B	6-4x5½	38.40	79-2300	386.4	4.30	3	Det.	6	Sep.	Al.	Al.	L	Sil°	2.12†	.312†	Heli	None	CI.	5.00	64.0	1.50x3.18	4
Buda DW-6	T, Tr, B	6-3¾x5	22.50	73-2400	331.0	4.50	3	Det.	6	Sep.	Iron.	Iron.	L	ChN°	1.96†	.312	Heli	None	CI.	4.37	48.0	1.37x3.00	4
Buda ETU	T, Tr, B	4-4¼x5½	28.90	49-1900	312.0	4.05	3	Det.	4	Sep.	Iron.	Iron.	L	ChN°	2.12†	.28†	Heli	None	CI.	5.37	81.0	1.12x1.68	4
Buda FR	T, Tr, B	4-5½x6½	48.50	70-1300	617.7	4.10	3	Det.	4	Sep.	Iron.	Iron.	L	Sil°	2.43	.31†	Heli	None	CI.	6.75	144.0	1.37x4.87	4
Buda GF-6	T, Tr, B	6-4¾x6	54.20	126-1850	638.0	4.40	3	Det.	6	Sep.	Al.	Al.	L	Sil°	2.50†	.31†	Heli	None	CI.	6.12	94.0	1.62x4.00	4
Buda GL-6	T, Tr, B	6-4½x6	48.60	114-1900	572.5	4.30	3	Det.	6	Sep.	Al.	Al.	L	Sil°	2.50†	.31†	Heli	None	CI.	6.12	93.0	1.62x3.75	4
Buda H-173	T, Tr	4-3½x4½	19.60	47-2800	173.2	4.75	3	Det.	4	Int.	Iron.	PS.	L	Sil°	1.50†	.310	Heli	Idler	CI.	3.75	37.0	1.12x3.00	4
Buda H-199	T, Tr	4-3¾x4½	22.50	55-2800	198.8	4.75	3	Det.	4	Int.	Iron.	PS.	L	Sil°	1.50†	.310	Heli	Idler	CI.	3.75	42.0	1.12x3.25	4
Buda H-205	T, Tr	4-3⅝x4½	23.27	57-2800	205.0	4.75	3	Det.	4	Int.	Iron.	PS.	L	Sil°	1.50†	.310	Heli	Idler	CI.	3.75	42.0	1.12x3.22	4
Buda H-217	T, Tr	4-3⅝x4¾	23.25	47-1800	217.0	4.75	3, 4	Det.	4	Int.	Iron.	PS.	L	Sil°	1.50†	.310	Heli	Idler	CI.	3.75	42.0	1.12x3.22	4
Buda H-260	T, Tr, B	6-3½x4½	29.40	70-2800	259.9	5.25	3	Det.	6	Int.	Iron.	PS.	L	Sil°	1.50†	.310	Heli	Idler	CI.	3.75	37.0	1.12x3.00	4
Buda H-298	T, Tr, B	6-3¾x4½	33.75	80-2800	298.2	5.25	3	Det.	6	Int.	Iron.	PS.	L	ChN°	1.50†	.310	Heli	Idler	CI.	3.75	42.0	1.12x3.25	4
Buda HS-6	C, T, B	6-3⅝x4½	27.30	57-2500	241.6	4.50	3	Det.	6	Sep.	Iron.	Iron.	L	ChN°	1.65	.310	Heli	None	CI.	3.87	46.0	1.12x2.81	4
Buda J-214	T, Tr	6-3⅜x4	27.34	61-3000	214.7	5.00	3	Det.	6	Int.	Iron.	PS.	L	Sil°	1.37†	.310	Heli	Idler	CI.	3.75	33.0	1.00x2.87	...
Buda JH-4	Tractors	4-6x7⅛	57.60	93-1200	808.0	4.28	3	Det.	2	Sep.	Iron.	Iron.	L	Sil°	2.78	.312†	Heli	None	CI.	6.87	196.0	1.50x5.12	4
Buda JH-6	Tractors	6-6x7⅛	86.40	155-1200	1230.0	4.28	4	Det.	2	Sep.	Iron.	Iron.	L	Sil°	2.78	.437	Heli	None	CI.	6.87	196.0	2.00x5.12	4
Buda JV-4	Tractors	4-5¾x7⅛	52.90	85-1200	749.0	3.86	3	Det.	2	Sep.	Iron.	Iron.	L	Sil°	2.78	.312†	Heli	None	CI.	6.87	172.0	1.50x4.87	4
Buda JV-6	Tractors	6-5¾x7¼	79.30	142-1200	1129.5	3.88	4	Det.	2	Sep.	Iron.	Iron.	L	Sil°	2.78	.437	Heli	None	CI.	6.87	172.0	2.00x4.87	4
Buda K-325	T, Tr, B	6-3⅝x4¾	34.80	87-2800	325.0	4.80	3	Det.	6	Int.	Iron.	PS.	L	Sil°	1.75†	.400	Heli	None	CI.	4.37	59.5	1.25x3.22	4
Buda K-369	T, Tr, B	6-4⅛x4¾	39.60	99-2800	369.0	4.80	3	Det.	6	Int.	Iron.	PS.	L	Sil°	1.75†	.400	Heli	None	CI.	4.37	63.5	1.25x3.47	4
Buda K-393	T, Tr, B	6-4⅜x4¾	42.07	103-2600	393.0	4.80	3	Det.	6	Int.	Iron.	PS.	L	Sil°	1.75†	.400	Heli	None	CI.	4.37	65.5	1.25x3.47	4
Buda K-428	T, Tr, B	6-4½x4¾	45.90	107-2600	428.0	4.80	3	Det.	6	Int.	Iron.	PS.	L	Sil°	1.75†	.400	Heli	None	CI.	4.37	68.3	1.25x3.82	4
Buda KTU	T, Tr, B	4-4x5¼	25.60	43-2000	263.9	4.23	3	Det.	4	Sep.	Iron.	Iron.	L	ChN°	1.87	.280†	Heli	None	CI.	5.00	64.0	1.50x3.18	4
Buda KT-281	Tractors	4-4½x5¼	27.25	50-1750	281.0	....	3	Det.	4	Sep.	Iron.	Iron.	L	ChN°	1.87	.280†	Heli	None	CI.	5.00	64.0	1.50x3.12	4
Buda L-468	T, Tr, B	6-4¼x5½	43.30	105-2400	468.0	4.80	3	Det.	6	Int.	Iron.	PS.	L	ChN°	1.75†	.400	Heli	....	CI.	4.75	84.0	1.25x3.47	4
Buda L-525	T, Tr, B	6-4½x5½	48.60	111-2200	525.0	4.80	3	Det.	6	Int.	Iron.	PS.	L	Sil°	1.75†	.400	Heli	Idler	CI.	4.75	88.0	1.25x3.94	4
Buda WTU	C, T, B, Tr	4-3¾x5⅛	22.50	36-1800	226.4	4.00	3	Det.	4	Sep.	Iron.	Iron.	L	Sil°	1.68†	.280†	Heli	None	CI.	4.50	42.0	1.37x3.00	4
Buda YRC	Tractors	4-4¾x6	36.00	58-1400	425.3	3.90	3	Det.	4	Sep.	Iron.	Iron.	L	Sil°	2.37	.280†	Heli	None	CI.	6.12	111.0	1.43x4.11	4
Buda YTU	T, Tr, B	4-4½x6	32.40	50-1400	381.7	4.10	3	Det.	4	Sep.	Iron.	Iron.	L	Sil°	2.37	.280†	Heli	None	CI.	6.25	97.0	1.25x3.87	4
Buffalo BA	C, T, Tr	4-3½x5	19.60	46-1800	192.4	4.00	3, 4	Det.	4	Int.	Iron.	PS.	L	CI.	1.75	.312†	Heli	None	CI.	3.75	48.0	1.09x3.25	3
Buffalo 4RA	T, B, Tr	4-5⅛x7	55.2	120-1200	759.0	4.20	4	Det.	2	Sep.	Iron.	Iron.	I	Sil.	2.62	.464	Heli	Cam	Al.	6.62	114.5	1.5 x5.44	5
Buffalo 6RA	T, B, Tr	6-5⅛x7	82.8	200-1500	1138.5	4.20	4	Det.	2	Sep.	Iron.	Iron.	I	Sil.	2.62	.464	Heli	Cam	Al.	6.62	114.5	1.5 x5.44	5
Buffalo 8RA	T, B, Tr	8-5⅛x7	110.4	240-1200	1518.0	4.20	4	Det.	2	Sep.	Iron.	Iron.	I	Sil.	2.62	.464	Heli	None	Al.	6.62	114.5	1.5 x5.44	5
Buffalo 4ATT	Tractors	4-8¼x9	109.0	180-900	1926.0	3.60	4	Det.	2	Sep.	Iron.	Iron.	L	CI.	3.50	.710	Heli	Idler	Als.	9.00	373.0	2.12x7.69	5
Buffalo 6ATT	Tractors	6-8¼x9	163.3	280-900	2886.6	3.60	4	Det.	2	Sep.	Iron.	Iron.	L	CI.	3.50	.710	Heli	Idler	Als.	9.00	373.0	2.12x7.69	5
Climax K & KU	Tractors	4-5x6½	40.00	57-1200	510.4	4.20	4	Det.	2	Sep.	SS.	Iron.	L	Sil.	2.25	.312	Heli	None	CI.	5.75	132.0	1.36x4.75	3
Climax T & TU	Tractors	4-5½x7	48.50	77-1200	665.0	4.10	4	Det.	2	Sep.	SS.	Iron.	L	Sil.	2.25	.312	Spur	None	CI.	7.00	168.0	1.50x5.19	4
Climax R4U	Tractors	4-6x7	57.6	95-1200	791.6	4.42	4	Det.	2	Sep.	SS.	Iron.	L	Sil.	2.50	.375	Heli	None	CI.	6.94	220.0	1.48x5.37	4
Climax RBU	Tractors	6-5½x7	72.5	115-1200	997.5	4.34	4	Det.	2	Sep.	SS.	Iron.	L	Sil.	2.50	.375	Heli	None	CI.	6.94	168.0	1.48x4.87	4
Climax RBI	Tractors	6-5½x7	77.3	145-1200	997.5	4.20	4	Det.	2	Sep.	SS.	Iron.	I	Sil.	2.25	.500	Heli	None	CI.	6.94	168.0	1.48x4.87	4
Climax R4I	Tractors	4-6x7	57.6	112-1200	791.6	4.20	4	Det.	2	Sep.	SS.	Iron.	I	Sil.	2.25	.500	Heli	None	CI.	6.94	216.0	1.48x5.37	4
Climax R6I	Tractors	6-6x7	86.4	165-1200	1187.4	4.20	4	Det.	2	Sep.	SS.	Iron.	I	Sil.	2.25	.500	Heli	None	CI.	6.94	216.0	1.48x5.37	4
Climax N4B	Tractors	4-5¾x6½	52.9	100-1200	675.0	4.3	3	Det.	4	Int.	SS.	Iron.	I	Sil.	2.25	.500	Heli	None	CI.	6.75	189.0	1.48x5.25	4
Climax G4A	T, Tr	4-4⅛x5¼	27.2	39-1200	281.0	4.1	3	Det.	4	Int.	SS.	Iron.	I	Sil.	1.75	.406	Heli	None	CI.	4.37	70.0	1.31x3.87	4
Climax G4B	T, Tr	4-4⅜x5¼	30.6	44-1200	316.0	4.1	3	Det.	4	Int.	SS.	Iron.	I	Sil.	1.75	.406	Heli	None	CI.	4.75	80.0	1.31x4.12	4
Climax H4A	Tractors	4-4¾x6¼	36.1	62-1200	443.0	4.1	3	Det.	4	Int.	SS.	Iron.	I	Sil.	2.12	.437	Heli	None	CI.	5.87	120.0	1.50x4.00	4
Climax H4B	Tractors	4-5⅛x6¼	42.0	70-1200	516.0	4.1	3	Det.	4	Int.	SS.	Iron.	I	Sil.	2.12	.437	Heli	None	CI.	5.87	142.0	1.50x4.31	4
Climax R6U	Tractors	6-6x7	86.4	140-1200	1187.4	4.42	4	Det.	2	Sep.	SS.	Iron.	L	Sil.	2.50	.375	Heli	None	CI.	6.94	216.0	1.48x5.37	...
Climax R8I	Tractors	8-6x7	115.2	230-1200	1583.2	4.20	4	Det.	2	Sep.	SS.	Iron.	I	Sil.	2.25	.500	Heli	None	CI.	6.94	216.0	1.48x5.37	4
Climax N4A	Tractors	4-5¼x6½	44.0	85-1200	563.0	4.30	3	Det.	4	Int.	SS.	Iron.	I	Sil.	2.25	.500	Heli	None	CI.	6.75	162.0	1.48x4.75	4
Continental 25A	Trucks	6-3⅜x4	27.34	72-3400	214.71	4.93	3	Det.	6	Int.	ChNI	PS.	L	ChN°	1.44†	.344	Chain	....	Als.	3.94	....	.86x2.87	4
Continental 18R	T, Buses	6-4x4½	....	90-2700	339.0	4.65	3	Det.	6	Int.	....	PS.	I	ChN°	1.80†	.448	Chain	....	CI.	5.28	....	1.25x3.43	4
Continental 20R	T, Buses	6-4⅛x4¾	40.9	106-2600	380.88	4.75	3	Det.	6	Int.	ChNI	PS.	I	ChN°	1.81†	.448	Chain	....	Al.	5.31	....	1.25x3.44	4
Continental 21R	T, Buses	6-4⅜x4¾	46.0	118-2550	428.4	4.62	3	Det.	6	Int.	ChNI	PS.	I	ChN°	1.81†	.448	Chain	....	Al.	5.31	....	1.25x3.69	4
Continental 22R	T, Buses	6-4½x5¼	48.6	138-2400	501.0	4.50	3	Det.	6	Int.	ChNI	PS.	I	ChN°	1.81†	.448	Chain	....	Al.	5.94	....	1.50x3.72	4
Continental E600	T, Buses	6-3⅛x4½	32.60	73-2700	288.3	4.67	3	....	6	Int.	ChNI	PS.	L	ChN°	1.81†	.406	Heli	None	CNI	5.31	....	1.25x3.09	4
Continental E601	T, Buses	6-3⅞x4½	36.00	80-2650	318.4	4.54	3	Det.	6	Int.	ChNI	PS.	L	ChN°	1.81†	.406	Heli	....	CNI	5.31	....	1.25x3.09	4
Continental E602	T, Buses	6-4⅛x4½	40.80	90-2550	360.7	4.46	3	Det.	6	Int.	ChNI	PS.	L	ChN°	1.81†	.406	Heli	....	CNI	5.31	....	1.25x3.44	4
Continental E603	T, Buses	6-4⅛x4½	43.35	95-2500	383.0	4.54	3	Det.	6	Int.	ChNI	PS.	I	ChN°	1.81†	.406	Heli	....	CNI	5.31	....	1.25x3.44	4
Continental W10	Trucks	4-3⅞x4¼	24.02	50-2700	200.48	4.74	3, 4	Det.	4	Int.	ChNI	PS.	L	ChN°	1.62†	.343	Chain	....	Al.	4.44	....	1.00x3.40	4
Continental W20	Trucks	4-4⅛x4¼	27.22	53.5-2400	227.19	4.69	3, 4	Det.	4	Int.	ChNI	PS.	L	ChN°	1.62†	.343	Chain	....	Al.	4.44	....	1.00x3.40	4
Continental 41A	Cars	6-3⅜x4	27.34	85-3500	214.7	5.15	3	Det.	6	Int.	Iron.	PS.	L	ChN°	1.56	.344	Chain	....	Al.	3.94	....	.859x2.87	4
Continental C400	Cars	4-3⅜x4	18.22	40-2600	143.12	5.13	3	Det.	4	Int.	Iron.	PS.	L	ChN°	1.19	.281	Chain	....	CI.	3.75	....	.859x2.87	3
Continental 20C	T, Buses	6-3½x4⅝	27.34	70-3000	248.2	5.36	3	Det.	6	Int.	Iron.	PS.	L	ChN°	1.44	.344	Chain	....	Al.	3.94	....	.859x2.87	4
Continental A6-244	Trucks	6-3⅞x4⅜	28.3	85-3350	244.0	5.50	3, 4	Det.	6	Int.	Iron.	PS.	L	Sil°	1.55†	.344	Chain	....	Al.	3.94	....	.859x2.87	4
Continental A6-222	Trucks	6-3⅞x4	28.3	78-3500	222.0	....	3, 4	Det.	6	Int.	Iron.	PS.	L	Sil°	1.55†	.344	Chain	....	Al.	3.94	....	.859x2.87	4
Continental DS-6202	T, Tr	6-3½x4⅜	23.5	70-3200	202.0	5.00	3, 4	Det.	6	Int.	Iron.	PS.	I	ChN°	1.36†	.378	Heli	None	CI.	3.56	....	.859x2.62	4
Continental DS-6184	Trucks	6-3½x4	23.5	67-3600	184.0	5.80	3, 4	Det.	6	Int.	....	PS.	I	ChN°	1.36†	.378	Heli	None	CI.	3.56	....	.859x2.62	4
Continental F-6170	Cars	6-3x4	21.6	65-3600	169.6	5.50	3, 4	Det.	6	Int.	Iron.	PS.	L	ChN°	1.36†	.284	Chain	....	CI.	3.75	....	.859x2.50	4
Continental F-6190	Cars	6-3⅜x4	24.4	69-3600	190.0	5.40	3, 4	Det.	6	Int.	Iron.	PS.	L	ChN°	1.36†	.284	Chain	....	CI.	3.75	....	.859x2.62	4
Continental F-6209	Trucks	6-3⅜x4⅜	24.4	71-3400	209.5	5.00	3, 4	Det.	6	Int.	Iron.	PS.	L	ChN°	1.36†	.284	Chain	....	CI.	3.56	....	.859x2.62	4
Cyclone	T, B, Tr	4-5x6	....	85-1600	471.2	5.60	3, 4	Det.	4	Int.	SS.	Al.	I	Sil.	2.25	.375	Heli	None	SS.	6.62	127.0	1.37x4.81	5
Cyclone	T, B, Tr	4-4¾x6	....	75-1600	425.0	5.20	3, 4	Det.	4	Int.	SS.	Al.	I	Sil.	2.12	.375	Heli	None	SS.	6.44	127.0	1.37x4.37	5

ABBREVIATIONS:

a—Main Bearings.
Accx—Accessories Drive
Air C—Air Cooled
Al—Aluminum Alloy
Als—Aluminum Steel with Strut
AS—Composite Aluminum and Alloy Steel Strut
ASt—Alloy Steel
b—Connecting Rod Bearings
B—Buses
c—Camshaft Bearings
C—Cars
Cam—Camshaft
Car—Carbon Steel
Cent—Centrifugal
ChM—Chrome Molybdenum
ChN—Chrome Nickel Steel
Chr—Chromium Steel
ChNI—Chrome Nickel Iron
ChVa—Chrome Vanadium
CI—Cast Iron
Cran—Crankshaft
d—Wrist Pins
Det—Detachable
Dur—Duralumin
e—(Oiling System)—Timing Gear Case
e—Exhaust
Ecc—Eccentric
f—Rocker Arm
Flo—Floating
Heli—Helical
I—Both valves in head
Ind—Industrial

†For additional Buda engines see page 286.

ENGINES

CONNECTING RODS			CRANKSHAFT							OILING SYSTEM		WATER CIRCULATION		GOVERNOR			MISCELLANEOUS								
						Crank Pin	Main Bearings													Overall Dimensions (Ins.)					
							Diameter and Length (Ins.)																		
Material	Center to Center Length (Ins.)	Weight (with Bushings and Cap) Ozs.	Material	Offset (Ins.)	Counterbalances Used—	Diameter and Length (Ins.)	Number	Front	Rear	Pressure to	Pump Type	Type	Pump Type	Furnished	Type	Maximum Governed Speed (R.P.M.)	Speed at which Maximum Torque is Developed (R.P.M.)	Weight (without Carburetor or Ignition) Lbs.	Adapted for Use of Kerosene	Width	Height	Length	Bell Housing Provided S.A.E. Numbers	MAKE AND MODEL
Car...	12.00	85.0	ChM..	None..	Yes.	2.75x2.75	4	3.50x2.25	3.50x2.37	abcdef	Gear.	Pump.	Cent.	Opt.	Cent..	2600	1550	1980	Yes..	31¼	43⅛	58⅜	0,1,2	American La France. 312
Car...	12.00	85.0	ChM..	.....	Yes.	2.75x2.75	5	3.50x2.25	3.50x2.37	abcdef	Gear.	Pump.	Cent.	Opt.	Cent..	2600	1550	2530	Yes..	36½	43⅝	70⅝	0,1,2	American La France. 316
Car...	14.00	144.0	Car...	None..	No..	2.25x2.75	5	2.25x4.75	2.25x4.00	Splash	Gear.	Pump.	Cent.	Stk.	Cent..	Opt...	800	1650	Yes..	85¾	191½	351½	None..	Automatic. J5½
Car...	17.00	240.0	Car...	None..	No..	2.75x3.00	5	2.75x6.75	2.75x5.00	Splash	Gear.	Pump.	Cent.	Stk.	Cent..	Opt...	675	2700	Yes..	26	43	70¼	None..	Automatic. M
Car...	19.00	496.0	Car...	None..	No..	3.00x3.50	5	3.00x7.00	3.00x6.00	Splash	Gear.	Pump.	Cent.	Stk.	Cent..	Opt...	560	3750	Yes..	30	48	78¾	None..	Automatic. N
Car...	21.00	728.0	Car...	None..	No..	3.50x4.25	5	3.50x6.50	3.50x5.12	Splash	Gear.	Pump.	Cent.	Stk.	Cent..	Opt...	500	4700	Yes..	32	53½	86½	None..	Automatic. R
ASt...	11.25	94 0	Car...	None..	....	2.50x2.12	4	2.50x2.12	2.50x3.50	abcde..	Gear.	Pump.	Cent.	Opt.	Opt...	2000	1000	985	No...	25¾	37¼	49¹³/₁₆	3	Buda. BA-6
ASt...	14.37	163.0	Car...	None..	No..	2.50x3.12	3	2.25x4.12	2.62x4.69	abcde.	Gear.	Pump.	Cent.	Opt.	Opt...	1100	800	1409	No...	28¾	40⅞	52⅝	1	Buda. BTU
ASt...	11.25	94.0	Car...	None..	No..	2.50x2.12	4	2.50x2.12	2.50x3.50	abcde.	Gear.	Pump.	Cent.	Opt.	Opt...	2000	800	920	No...	25¾	37¼	49¹³/₁₆	3	Buda. BUS
Car...	10.75	67.0	Car...	None..	No..	2.50x1.87	4	2.50x2.62	2.50x2.87	abcde.	Gear.	Pump.	Cent.	Opt.	Opt...	2000	1000	870	No...	25¾	30¹³/₁₆	46⅝	3	Buda. DW-6
ASt...	12.25	113.0	Car...	None..	No..	2.12x2.50	3	2.12x3.09	2.37x3.94	abcde.	Gear.	Pump.	Cent.	Opt.	Opt...	1500	1050	968	No...	25¾	34¾	44¹³/₁₆	3	Buda. ETU
ASt...	14.37	163.0	Car...	None..	No..	2.50x3.12	3	2.25x4.12	2.62x4.69	abcde.	Gear.	Pump.	Cent.	Opt.	Opt...	1100	700	1430	No...	28¾	40⅞	52⅝	1	Buda. FR
ASt...	13.25	138.0	Car...	None..	No..	3.00x2.25	4	3.00x2.25	3.00x3.69	abcde.	Gear.	Pump.	Cent.	Opt.	Opt...	1650	1100	1265	No...	28¾	43⅛	53¹¹/₁₆	1	Buda. GF-6
ASt...	13.25	138.0	Car...	None..	No..	3.00x2.25	4	3.00x2.25	3.00x3.69	abcde.	Gear.	Pump.	Cent.	Opt.	Opt...	1650	1100	1265	No...	28¾	43⅛	53¹¹/₁₆	1	Buda. GL-6
Car...	9.50	42.0	Car...	None..	No..	2.12x1.62	5	3.00x1.50	3.00x2.12	abcde.	Gear.	Pump.	Cent.	Opt.	Opt...	2400	1200	515	No...	26	29¹¹/₁₆	31¹¹/₁₆	4	Buda. H-173
Car...	9.50	42.0	Car...	None..	No..	2.12x1.62	5	3.00x1.50	3.00x2.12	abcde.	Gear.	Pump.	Cent.	Opt.	Opt...	2400	1200	520	No...	26	29¹¹/₁₆	31¹¹/₁₆	4	Buda. H-199
Car...	9.50	42.0	Car...	None..	No..	2.12x1.62	5	3.00x1.50	3.00x2.12	abcde.	Gear.	Pump.	Cent.	Opt.	Opt...	2400	1200	525	No...	26	29¹¹/₁₆	31¹¹/₁₆	4	Buda. H-205
Car...	9.50	42.0	Car...	.....	No..	2.12x1.62	5	3.00x1.50	3.00x2.12	abcde.	Gear.	Pump.	Cent.	Opt.	.....	2400	1200	540	No...	25¾	31⅛	38¹³/₁₆	4	Buda. H-217
Car...	9.50	42.0	Car...	None..	No..	2.12x1.62	7	3.00x1.50	3.00x2.12	abcde.	Gear.	Pump.	Cent.	Opt.	Opt...	2400	1200	660	No...	25¾	29¹¹/₁₆	40¹³/₁₆	3, 4	Buda. H-260
Car...	9.50	42.0	Car...	None..	No..	2.12x1.62	7	3.00x1.50	3.00x2.12	abcde.	Gear.	Pump.	Cent.	Opt.	Opt...	2400	1200	675	No...	25¾	29¹¹/₁₆	40¹³/₁₆	3	Buda. H-298
Car...	9.75	48.0	Car...	None..	No..	2.37x1.75	4	2.37x1.75	2.37x2.75	abcde.	Gear.	Pump.	Cent.	Opt.	Opt...	2100	1200	730	No...	25¾	32⅛	44¹³/₁₆	3	Buda. HS-6
Car...	8.50	36.0	Car...	None..	No..	2.00x1.50	7	2.50x1.37	2.50x1.87	abcde.	Gear.	Pump.	Cent.	Opt.	Opt...	2500	1000	560	No...	25¾	31⅛	38¹³/₁₆	4	Buda. J-214
ASt...	14.62	227.2	Car...	.....	No..	1.50x2.75	3	3.00x4.75	3.00x4.75	abcde.	Gear.	Pump.	Cent.	Opt.	Opt...	1000	800	1925	No...	30	44¹¹/₁₆	58⅛	1°	Buda. JH-4
ASt...	15.25	239.0	Car...	None..	Yes.	3.50x3.31	4	3.50x4.75	3.50x4.75	abcde.	Gear.	Pump.	Cent.	Opt.	Opt...	1200	400	3210	No...	28⅝	43	74⅛	1°	Buda. JH-6
ASt...	14.62	227.2	Car...	None..	No..	1.50x2.75	3	3.00x4.75	3.00x4.75	abcde.	Gear.	Pump.	Cent.	Opt.	Opt...	1000	750	1925	No...	30	44¹¹/₁₆	58⅛	1°	Buda. JV-4
ASt...	15.25	239.0	Car...	None..	Yes.	3.50x3.31	4	3.50x4.75	3.50x4.75	abcde.	Gear.	Pump.	Cent.	Opt.	Opt...	1200	400	3210	No...	28⅝	43	74⅛	1°	Buda. JV-6
Car...	9.50	58.0	Car...	None..	No..	2.37x1.75	7	3.00x1.75	3.00x2.50	abcde.	Gear.	Pump.	Cent.	Opt.	Opt...	2500	1100	900	No...	25¾	30¹³/₁₆	47³/₁₆	3	Buda. K-325
Car...	9.50	58.0	Car...	None..	No..	2.37x1.75	7	3.00x1.75	3.00x2.50	abcde.	Gear.	Pump.	Cent.	Opt.	Opt...	2300	1100	900	No...	25¾	30¹³/₁₆	47³/₁₆	3	Buda. K-369
Car...	9.50	58.0	Car...	None..	No..	2.37x1.75	7	3.00x1.75	3.00x2.50	abcde.	Gear.	Pump.	Cent.	Opt.	Opt...	2200	1200	900	No...	25¾	30¹³/₁₆	47³/₁₆	3	Buda. K-393
Car...	9.50	58.0	Car...	None..	No..	2.37x1.75	7	3.00x1.75	3.00x2.50	abcde.	Gear.	Pump.	Cent.	Opt.	Opt...	2200	1200	900	No...	25¾	30¹³/₁₆	47³/₁₆	3	Buda. K-428
Car...	11.25	89.0	Car...	None..	No..	2.00x2.25	3	1.87x2.87	2.12x3.44	abcde.	Gear.	Pump.	Cent.	Opt.	Opt...	1700	1000	840	No...	25¾	33¼	40⅝	3	Buda. KTU
Car...	11.25	89.0	Car...	None..	No..	2.00x2.25	3	1.87x2.87	2.12x3.44	abcde.	Gear.	Pump.	Cent.	Opt.	Opt...	1500	1000	875	No...	25¾	33¼	40⅝	3	Buda. KT-281
Car...	11.00	66.0	Car...	None..	No..	2.37x1.75	7	3.00x1.75	3.00x2.50	abcde.	Gear.	Pump.	Cent.	Opt.	Opt...	2100	1100	950	No...	25¾	33¹³/₁₆	47³/₁₆	3	Buda. L-468
Car...	11.00	66.0	Car...	None..	No..	2.37x1.75	7	3.00x1.75	3.00x2.50	abcde.	Gear.	Pump.	Cent.	Opt.	Opt...	2000	900	950	No...	25¾	33¹³/₁₆	47³/₁₆	3	Buda. L-525
Car...	11.25	.....	Car...	None..	No..	1.87x2.00	3	1.75x2.50	2.12x2.94	abcde.	Gear.	Pump.	Cent.	Opt.	Opt...	1800	1000	660	No...	25¾	41	36⅜	3	Buda. WTU
ASt...	13.25	106.0	Car...	None..	No..	2.25x3.00	3	2.50x3.00	2.50x4.06	abcde.	Gear.	Pump.	Cent.	Opt.	Opt...	1200	800	1150	No...	25¾	36⅝	47½	3	Buda. YRC
ASt...	13.25	133.7	Car...	None..	No..	2.25x3.00	3	2.12x3.31	2.37x4.44	abcde.	Gear.	Pump.	Cent.	Opt.	Opt...	1400	850	1087	No...	25¾	36⅝	47½	3	Buda. YTU
ASt...	10.25	34.0	Car...	None..	No..	1.87x2.17	3	2.25x2.87	2.18x3.00	.....	Pist..	Opt...	Gear.	Opt.	Cent..	1500	850	550	No...	25¾	32	40	Opt...	Buffalo. BA
ASt...	14.00	136.0	ChN..	None..	No..	3.00x2.37	5	3.75x4.50	3.75x4.12	abc...	Gear.	Opt...	.....	Opt.	Cent..	1200	1200	2740	No...	31½	49½	56½	Opt...	Buffalo. 4RA
ASt...	14.00	136.0	ChN..	None..	No..	3.00x2.37	7	3.75x4.50	3.75x4.12	abc...	Gear.	Opt...	.....	Opt.	Cent..	1200	1500	3340	No...	31½	49½	73	Opt...	Buffalo. 6RA
ASt...	14.00	136.0	ChN..	None..	No..	3.00x2.37	9	3.75x4.50	3.75x4.12	abc...	Gear.	Opt...	.....	Opt.	Cent.	1200	1200	3940	No...	31½	49½	90	Opt...	Buffalo. 8RA
ASt...	21.00	352.0	CS....	None..	No..	3.75x4.50	5	4.25x7.00	4.25x7.00	abce..	Gear.	Opt...	.....	Opt.	Cent..	600	900	7000	No...	44½	52	93	No...	Buffalo. 4ATT
ASt...	21.00	352.0	CS....	None..	No..	3.75x4.50	7	4.25x7.00	4.25x7.00	abce..	Gear.	Opt...	.....	Opt.	Cent..	600	900	9500	No...	48½	52	118	No...	Buffalo. 6ATT
Car...	13.00	111.0	ChN..	None..	No..	2.25x3.00	3	2.19x3.25	2.31x4.37	abce..	Ecc..	Pump.	Cent.	Stk.	Cent..	1200	700	1100	Yes..	23½	39¾	49½	2	Climax. K & KU
Car...	14.00	179.0	ChN..	None..	No..	2.50x3.50	3	2.50x3.75	2.50x4.50	abce..	Ecc..	Pump.	Cent.	Stk.	Cent..	1200	700	1550	Yes..	26	43⅞	55⅝	1	Climax. T & TU
ASt...	16.00	216.0	ChN..	None..	No..	3.00x3.50	3	3.25x3.66	3.25x4.50	abce..	Ecc..	Pump.	Cent.	Stk.	Cent..	1200	700	2000	No...	31⅝	46¼	57⅜	0, 1	Climax. R4U
ASt...	16.00	216.0	ChN..	None..	Yes.	3.00x3.25	4	3.25x3.66	3.25x4.50	abce..	Ecc..	Pump.	Cent.	Stk.	Cent..	1200	700	2660	No...	29⅞	46⅞	73⅝	0, 1	Climax. RBU
ASt...	16.00	216.0	ChN..	None..	Yes.	3.00x3.50	4	3.25x3.66	3.25x4.50	abcef..	Ecc..	Pump.	Cent.	Stk.	Cent..	1200	700	3200	Yes.	29⅞	49	73⅝	0, 1	Climax. RBI
ASt...	16.00	220.0	ChN..	None..	No..	3.00x3.50	3	3.25x3.81	3.25x4.50	abcef..	Ecc..	Pump.	Cent.	Stk.	Cent..	1200	700	2300	Yes.	31⅝	49½	57⅜	0, 1	Climax. R4I
ASt...	16.00	220.0	ChN..	None..	Yes.	3.00x3.25	4	3.25x3.81	3.25x4.50	abcef..	Ecc..	Pump.	Cent.	Stk.	Cent..	1200	700	3200	Yes.	29⅞	51	73⅝	0, 1	Climax. R6I
ASt...	14.00	194.0	Car...	None..	No..	3.00x3.00	3	3.25x3.50	3.25x3.50	abcef..	Ecc..	Pump.	Cent.	Stk.	Cent..	1200	700	1800	Yes.	30½	46	53¼	1	Climax. N4B
Car...	10.50	167.0	Car...	None..	No..	2.37x2.12	3	2.37x2.31	2.37x2.75	abcdef	Gear.	Pump.	Cent.	Stk.	Cent..	1200	800	825	Yes.	25¾	35	40½	2	Climax. G4A
Car...	10.50	167.0	Car...	None..	No..	2.37x2.12	3	2.37x2.31	2.37x2.31	abcdef	Gear.	Pump.	Cent.	Stk.	Cent..	1200	800	825	Yes.	25¾	35	40½	2	Climax. G4B
Car...	11.75	139.0	Car...	None..	No..	2.75x2.50	3	3.00x2.87	3.00x3.62	abcdef	Gear.	Pump.	Cent.	Stk.	Cent..	1200	800	1350	Yes.	28¾	41	47¾	1	Climax. H4A
Car...	11.75	139.0	Car...	None..	No..	2.75x2.50	3	3.00x2.87	3.00x2.87	abcdef	Gear.	Pump.	Cent.	Stk.	Cent..	1200	800	1350	Yes.	28¾	41⅝	47¾	1	Climax. H4B
ASt...	16.00	220.0	ChN..	None..	Yes.	3.00x3.75	4	3.25x3.81	3.25x4.50	abce..	Ecc..	Pump.	Cent.	Stk.	Cent..	1200	700	2660	No...	29⅞	46⅞	73⅝	0, 1	Climax. R6U
ASt...	16.00	181.0	ChN..	None..	No..	3.37x3.19	5	4.00x3.62	4.00x4.50	abce..	Ecc..	Pump.	Cent.	Stk.	Cent..	1200	700	4500	Yes.	35⅝	56⅝	97⅛	0	Climax. R8I
Car...	14.00	194.0	Car...	None..	No..	3.00x3.00	3	3.25x3.50	3.25x4.75	abce..	Ecc..	Pump.	Cent.	Stk.	Cent..	1200	700	1800	Yes.	30½	45½	53¼	1	Climax. N4A
Car...	8.37	.....	Car...	None..	No..	2.00x1.37	4	2.37x1.44	2.37x1.87	abc...	Gear.	Pump.	Cent.	NP.	.....	.....	1200	512	No...	26¾	29¹/₁₆	36⅝	4	Continental. 25A
Car...	9.50	54.5	ChV..	None..	No..	2.50x1.82	7	2.75x1.75	2.75x2.62	abc...	Gear.	Pump.	Cent.	NP.	.....	1000	.....	1146	Yes.	27⅜	36¹¹/₁₆	46¾	3	Continental. 18R
Car...	9.50	.....	ChVa.	None..	No..	2.50x1.81	7	2.75x1.75	2.75x2.62	abce..	Gear.	Pump.	Cent.	Opt.	Suct°	2300	1200	1189	Yes.	25¾	36¹¹/₁₆	55⅛	2, 3	Continental. 20R
Car...	9.50	.....	ChVa.	None..	No..	2.50x1.81	7	2.75x1.75	2.75x2.62	abce.	Gear.	Pump.	Cent.	Opt.	Cent°	2300	1200	1244	Yes.	25¾	36¹¹/₁₆	55⅛	2, 3	Continental. 21R
Car...	10.50	.....	ChVa.	None..	Yes.	2.75x1.81	7	2.75x1.75	2.75x2.62	abce.	Gear.	Pump.	Cent.	Opt.	Cent°.	2200	1200	1334	Yes.	26⅛	39⅝	55⅞	2, 3	Continental. 22R
Car...	9.00	.....	Car...	None..	No..	2.37x1.81	7	2.62x1.66	2.62x2.50	abce.	Gear.	Pump.	Cent.	Opt.	Cent°.	2500	900	903	No...	26¾	33⅞	44⅝	3, 2	Continental. E600
Car...	9.00	.....	Car...	None..	No..	2.37x1.81	7	2.62x1.66	2.62x2.50	abce.	Gear.	Pump.	Cent.	Opt.	Cent°.	2500	800	906	No...	26¾	33⅞	44⅝	3, 2	Continental. E601
Car...	9.00	.....	Car...	None..	No..	2.37x1.81	7	2.62x1.66	2.62x2.50	abce.	Gear.	Pump.	Cent.	Opt.	Cent°.	2400	900	917	No...	26¾	33⅞	44⅝	3, 2	Continental. E602
Car...	9.00	.....	Car...	None..	No..	2.37x1.81	7	2.62x1.66	2.62x1.66	abce.	Gear.	Pump.	Cent.	Opt.	Cent°.	2500	800	895	No...	26¾	33⅞	44⅝	3, 2	Continental. E603
Car...	8.00	.....	Car...	None..	No..	2.00x1.75	3	2.12x1.62	2.12x2.12	abce.	Gear.	Pump.	Cent.	Opt.	Suct°	.....	1200	510	No...	26	31¹¹/₁₆	34¹¹/₁₆	4	Continental. W10
Car...	8.00	.....	Car...	None..	No..	2.00x1.75	3	2.12x1.62	2.12x2.12	abce.	Gear.	Pump.	Cent.	Opt.	Suct.	.....	1200	510	No...	26	31¹¹/₁₆	34¹¹/₁₆	4	Continental. W20
Car...	8.37	.....	Car...	None..	Yes.	2.12x1.37	4	2.37x1.44	2.37x1.87	abcd..	Gear.	Pump.	Cent.	NP.	.....	.....	1250	535	No...	26¾	29¹/₁₆	36⅝	4	Continental. 41A
Car...	7.00	.....	Car...	None..	No..	1.75x1.37	3	1.75x1.39	1.75x1.56	abc...	Gear.	Pump.	Cent.	NP.	.....	.....	1200	267	No...	19¹¹/₁₆	26½	29¹¹/₁₆	4	Continental. C400
Car...	9.00	.....	Car...	None..	No..	2.12x1.37	7	2.37x1.78	2.37x2.19	abc...	Gear.	Pump.	Cent.	NP.	.....	.....	1200	634	No...	26⅛	32¹¹/₁₆	39¹¹/₁₆	3, 4	Continental. 20C
Car...	8.37	.....	Car...	None..	Yes.	2.00x1.37	4	2.37x1.44	2.37x1.87	abc...	Gear.	Pump.	Cent.	NP.	.....	.....	1400	.....	No...	26¾	29¹/₁₆	36⅝	Opt...	Continental. A6-244
Car...	8.37	.....	Car...	None..	Yes.	2.00x1.37	4	2.37x1.44	2.37x1.87	abc...	Gear.	Pump.	Cent.	NP.	.....	.....	1400	.....	.....	26¾	29¹/₁₆	36⅝	Opt...	Continental. A6-222
Car...	7.00	26.0	Car...	None..	Yes.	1.94x1.31	4	2.25x1.25	2.25x1.69	abc...	Gear.	Pump.	Cent.	Stk.	Cent..	2800	900	.....	Yes..	17⅝	25⅞	31¹/₁₆	Opt...	Continental. DS-6282
Car...	7.00	26.0	Car...	None..	Yes.	1.94x1.31	4	2.25x1.25	2.25x1.69	abc...	Gear.	Pump.	Cent.	Stk.	Cent..	2800	.....	.....	Yes..	17⅝	25⅞	31¹/₁₆	Opt...	Continental. DS-6184
Car...	7.00	26.0	Car...	None..	Yes.	1.94x1.31	4	2.25x1.25	2.25x1.69	abc...	Gear.	Pump.	Cent	NP.	.....	1200	.....	.....	No...	18⅝	27½	36⅝	No...	Continental. F-6170
Car...	7.00	26.0	Car...	None..	Yes.	1.94x1.31	4	2.25x1.25	2.25x1.69	abc...	Gear.	Pump.	Cent.	NP.	.....	1200	.....	.....	No...	18⅝	27½	36⅝	Opt...	Continental. F-6190
Car...	7.00	26.0	Car...	None..	Yes.	1.94x1.31	4	2.25x1.25	2.25x1.69	abc...	Gear.	Pump.	Cent.	NP.	.....	1200	.....	.....	No...	18⅝	27½	36⅝	Opt...	Continental. F-6209
Car...	13.25	148.0	NicS..	None..	No..	2.37x3.00	3	2.50x2.87	2.50x4.00	abcde.	Gear.	Pump.	Cent.	Stk.	Cent..	1600	900	1150	No...	27	39	46¼	2	Cyclone.
Car...	13.25	148.0	NicS..	None..	No..	2.37x3.00	3	2.50x2.87	2.50x4.00	abcde.	Gear.	Pump.	Cent.	Stk.	Cent..	1600	800	1150	No...	27	39	46¼	2	Cyclone.

Int—Integral
Io—Valve in Head; overhead camshaft
L—Valves at side. ("L" head).
Mag—Magnesium
Nich—Nichrome
Nicl—Nickel Iron
NicS—Nickel Steel
NP—No provision
Opt—Optional
Plng—Plunger
PS—Pressed Steel
Pist—Piston
R—Rail Cars
Sep—Separate
Sil—Silichrome Steel
Sl—Sleeve
Spec—Special
SS—Semi Steel
Stk—Standard Equipment
Suct—Suction
T—Trucks
ThS—Thermo-siphon
Tr—Tractors
Tun—Tungsten
Var—Various
*—Optional
°—Others also
†—Inlet valve only
1—Red Wing Motor Co.
2—Super Charged

MAKE AND MODEL	Designed For	Number of Cylinders, Bore and Stroke (Ins.)	Rated H.P. (N.A.C.C.)	R.P.M. at Maximum Brake H.P.	Piston Displacement (Cu. Ins.)	Compression Ratio	Number of Point Suspension	CYLINDERS: Head	CYLINDERS: No. Cast in One Piece	CRANKCASE: Upper Half: Integral with Cylinders–	CRANKCASE: Upper Half: Material	CRANKCASE: Material (Lower Half)	VALVES: Arrangement	VALVES: Head Material	VALVES: Clear Diameter (Ins.)	VALVES: Lift (Ins.)	FRONT END DRIVE: Type	FRONT END DRIVE: Non-Metallic Gear Used On–	PISTONS: Material	PISTONS: Length (Ins.)	PISTONS: Weight (with Pins, Rings & Bushings) Ozs.	PISTONS: Piston Pin Diameter and Length (Ins.)	Number of Rings per Piston
Domark.....6AH-309	T, B, Tr.....	6-3⅝x5	.....	84-2500	309.0	4.90	4	Int..	1	Sep..	Iron..	Al...	I...	ChN.	1.59	.375	Heli...	Cam..	Al..	4.37	36.0	1.25x3.21	4
Domark.....6AH-400	T, B, Tr.....	6-4½x5	.....	110-2500	400.0	5.10	4	Int..	1	Sep..	Iron..	Al...	I...	ChN.	1.75†	.375	Heli...	Cam..	Al..	4.37	36.0	1.25x3.21	4
Domark.....6A-377	T, B, Tr.....	6-4x5	.....	104-2500	377.0	4.90	4	Int..	1	Sep..	Iron..	Al...	I...	ChN.	1.75†	.375	Heli...	Cam..	Al..	4.37	36.0	1.25x3.21	4
Domark.....6A-309	T, B, Tr.....	6-3⅝x5	.....	84-2500	309.0	4.90	4	Int..	1	Sep..	Iron..	Al...	I...	ChN.	1.59†	.375	Heli...	Cam..	Al..	4.37	36.0	1.25x3.21	4
Domark.....6AH-377	T, B, Tr.....	6-4x5	.....	104-2500	377.0	4.90	4	Int..	1	Sep..	Iron..	Al...	I...	ChN.	1.75	.375	Heli...	Cam..	Al..	4.37	36.0	1.25x3.21	4
Domark.....6A-400	T, B, Tr.....	6-4½x5	.....	110-2500	400.0	5.10	4	Int..	1	Sep..	Iron..	Al...	I...	ChN.	1.75	.375	Heli...	Cam..	Al..	4.37	36.0	1.25x3.21	4
Hall-Scott.....147	T, Buses.....	6-4x5	38.40	88-2200	377.0	4.90	3	Det..	6	Sep..	SS°..	Al...	I...	Sil...	1.94	.312	Chain.	.....	Al..	4.50	40.80	1.00x3.44	4
Hall-Scott.....155	T, Buses.....	6-4¼x5½	43.35	95-2000	468.0	4.74	3	Det..	6	Sep..	Al...	Al...	I...	Sil°..	1.94	.312	Chain.	.....	Al..	4.56	52.00	1.25x3.34	6
Hall-Scott.....160	T, Buses.....	6-4¼x5½	43.35	120-2400	468.0	4.42	3	Det..	6	Sep..	Al...	Al...	I...	ChN°	2.06	.343	Chain.	.....	Al..	5.37	56.00	1.25x3.34	6
Hall-Scott.....165	T, Tr.....	4-4½x5½	28.90	60-1800	312.0	4.39	3	Det..	4	Sep..	Iron..	Iron..	I...	Sil°..	1.94†	.312	Chain.	.....	Al..	5.22	56.90	1.25x3.25	6
Hall-Scott.....167	T, Tr.....	4-4¾x5½	36.10	68-1800	390.0	4.40	3	Det..	4	Sep..	Iron..	Iron..	I...	Sil°..	2.06	.312	Chain.	.....	Al..	5.00	69.40	1.25x3.75	6
Hall-Scott.....175	Buses, T.....	6-5x6	60.00	164-2000	707.0	4.42	3	Det..	6	Sep..	Al...	Al...	I...	ChN°	2.32	.406	Chain.	.....	Al..	5.12	87.40	1.37x3.81	6
Hall-Scott.....180	Buses.....	6-5x6	60.0	175-2200	707.0	4.60	3	Det..	6	Int..	Iron..	Al...	I...	ChN°	2.63	.500	Chain.	.....	Al..	5.84	91.5	1.38x3.81	4
Hall-Scott.....300, 357	Rail Cars.....	6-7½x9	135.0	373-1100	2386.0	3.94	....	Det..	6	Sep..	Al...	Al...	I...	ChN°	2.51	.312	Heli...	.....	Al..	8.25	276.0	2.25x5.94	5
Hall-Scott.....130	T, Buses.....	6-4¼x5	43.35	117-2800	425.6	5.30	3	Det..	6	Int..	Iron..	Al...	I...	.....	2.12†	.468	Chain.	.....	Al..	5.28	.....	1.12x3.50	4
Hall-Scott.....135	T, Buses.....	6-4½x5	48.60	130-2800	477.0	5.26	3	Det..	6	Int..	Iron..	Al...	I...	.....	2.12†	.468	Chain.	.....	Al..	5.14	.....	1.12x3.75	5
Hercules.....E	T, Tr, B, M...	4-5x5¾	40.00	74-1600	451.4	....	3, 4	Det..	4	Int..	Iron..	PS...	L...	Sil-e..	2.00	.326	Heli...	None..	CI..	5.25	106.5	1.50x4.50	4
Hercules.....G	T, Tr, M.....	4-4¾x5¾	36.10	62.5-1600	407.6	....	3, 4	Det..	4	Int..	Iron..	PS...	L...	Sil-e..	2.00	.326	Heli...	None..	CI..	5.25	103.0	1.50x4.25	4
Hercules.....K	T, Tr, B, M...	4-4¼x5¾	28.90	54-1600	326.3	....	3, 4	Det..	4	Int..	Iron..	PS...	L...	Sil-e..	2.00	.326	Heli...	None..	CI°.	5.25	82.5°	1.50x3.75	4
Hercules.....L	T, Tr, B, M...	4-4½x5¾	32.40	59-1600	365.8	....	3, 4	Det..	4	Int..	Iron..	PS...	L...	Sil-e..	2.00	.326	Heli...	None..	CI..	5.25	95.5	1.50x4.00	4
Hercules.....IX	T, Tr, B, M...	4-2½x4	10.00	28-3200	78.5	5.20	3, 4	Det..	4	Int..	Iron..	PS...	L...	Sil-e..	1.25†	.250	Heli...	None..	CI°.	2.44	18.0°	.75x2.19	3
Hercules.....IXA	T, Tr, B, M...	4-3x4	14.40	40-3200	113.0	5.50	3, 4	Det..	4	Int..	Iron..	PS...	L...	Sil-e..	1.25†	.250	Heli...	None..	CI°.	3.06°	28.0°	.75x2.56	3
Hercules.....IXB	T, Tr, B, M...	4-3¼x4	16.90	46.5-3200	133.0	5.20	3, 4	Det..	4	Int..	Iron..	PS...	L...	Sil-e..	1.25†	.250	Heli...	None..	CI°.	3.06	29.5°	.75x2.81	3
Hercules.....HXB	T, Tr, B, M...	6-5x6	60.0	148-2000	707.0	4.50	3, 4	Det..	3	Sep..	Al...	PS...	L...	Sil-e..	2.12†	.468	Heli...	None..	Al..	6.50	95.0	1.50x4.44	4
Hercules.....HXC	T, Tr, B, M...	6-5¼x6	66.2	164-2000	779.0	4.50	3, 4	Det..	3	Sep..	Al...	PS...	L...	Sil-e..	2.12†	.468	Heli...	None..	Al..	6.87	105.0	1.50x4.56	4
Hercules.....HXD	T, Tr, B, M...	6-5½x6	72.8	180-2000	855.0	4.50	3, 4	Det..	3	Sep..	Al...	PS...	L...	Sil-e..	2.12†	.468	Heli...	None..	Al..	6.87	117.5	1.50x4.81	4
Hercules.....HXE	T, Tr, B, M...	6-5¾x6	79.4	198-2000	935.0	4.50	3, 4	Det..	3	Sep..	Al...	PS...	L...	Sil-e..	2.12†	.468	Heli...	None..	Al..	7.25	127.5	1.50x5.06	4
Hercules.....JXA	T, Tr, B, M...	6-3⅝x4¼	27.34	59.3-2800	228.0	4.70	3, 4	Det..	6	Int..	Iron..	PS...	L...	Sil-e..	1.50†	.322	Heli...	None..	CI°.	4.37	43.0°	1.00x2.91	4
Hercules.....JXB	T, Tr, B, M...	6-3⅝x4¼	31.54	68.2-2200	263.0	5.40	3, 4	Int..	6	Int..	Iron..	PS...	L...	Sil-e..	1.50†	.322	Heli...	None..	CI°.	4.19	48.0°	1.00x3.16	4
Hercules.....JXC	T, Tr, B, M...	6-3¾x4¼	33.75	73-2800	282.0	5.35	3, 4	Det..	6	Int..	Iron..	PS...	L...	Sil-e..	1.50†	.322	Heli...	None..	CI°.	4.12	56.5°	1.00x3.37	3
Hercules.....JXD	C, T, B, Tr...	6-4x4¼	38.4	83.5-2900	320.0	5.60	3	Det..	6	Int..	SS...	PS...	L...	Sil...	1.50	.322	Heli...	None..	Al..	.....	.....	1.00x2.56	4
Hercules.....OX	T, Tr, B, M...	4-4x5	25.60	46-2000	251.3	4.30	3, 4	Det..	4	Int..	Iron..	PS...	L...	Sil-e..	1.62	.326	Heli...	None..	CI..	4.87	67.5	1.37x2.37	4
Hercules.....OXC	T, Tr, B, M...	4-4¼x5	28.90	56-2000	283.5	4.30	3, 4	Det..	4	Int..	Iron..	PS...	L...	Sil-e..	1.62	.326	Heli...	None..	CI..	4.87	73.5	1.37x2.37	4
Hercules.....OOA	T, Tr, B, M...	4-3½x4½	19.60	34.5-2000	173.2	4.20	3, 4	Det..	4	Int..	Iron..	PS...	L...	Sil-e..	1.50†	.326	Heli...	None..	CI°.	4.31	49.0	1.00x3.12	3
Hercules.....OOB	T, Tr, B, M...	4-3⅝x4½	22.50	38-2000	198.8	4.20	3, 4	Det..	4	Int..	Iron..	PS...	L...	Sil-e..	1.50†	.326	Heli...	None..	CI°.	4.12	56.5°	1.00x3.37	3
Hercules.....OOC	T, Tr, B, M...	4-4x4½	25.60	41-2000	226.2	4.20	3, 4	Det..	4	Int..	Iron..	PS...	L...	Sil-e..	1.50†	.326	Heli...	None..	CI°.	4.31	56.0	1.00x3.62	3
Hercules.....RXB	T, Tr, B, M...	6-4½x5¼	48.60	110-2200	500.9	4.95	3, 4	Det..	6	Int..	ChNI	PS...	L...	Sil-e..	1.75	.388	Heli...	None..	Al..	4.87	60.0	1.25x3.94	4
Hercules.....RXC	T, Tr, B, M...	6-4⅝x5¼	51.34	114-2200	529.2	4.95	3, 4	Det..	6	Int..	ChNI	PS...	L...	Sil-e..	1.75	.388	Heli...	None..	Al..	4.87	62.0	1.25x4.06	4
Hercules.....TX	T, Tr, B, M...	4-5½x7	48.40	88-1200	665.0	3.84	3, 4	Det..	4	Int..	Iron..	PS...	L...	Sil-e..	2.50	.375	Heli...	None..	CI..	7.00	196.5	1.87x4.87	4
Hercules.....TXA	T, Tr, B, M...	4-6x7	57.60	98-1200	792.0	3.84	3, 4	Det..	4	Int..	Iron..	PS...	L...	Sil-e..	2.50	.375	Heli...	None..	CI..	7.00	222.5	1.87x5.37	4
Hercules.....TXO	T, Tr, B, M...	4-6⅜x7	65.00	112-1200	894.0	3.84	3, 4	Det..	4	Int..	Iron..	PS...	L...	Sil-e..	2.50	.375	Heli...	None..	CI°.	7.00	240.0	1.87x5.75	4
Hercules.....WXB	T, Tr, B, M...	6-3¾x4½	33.75	68.2-2400	298.0	4.70	3, 4	Det..	6	Int..	Iron..	PS...	L...	Sil-e..	1.62†	.356	Heli...	None..	CI°.	4.56°	56.0°	1.12x3.37	4
Hercules.....WXC	T, Tr, B, M...	6-4x4½	38.40	75.5-2400	339.0	4.70	3, 4	Det..	6	Int..	Iron..	PS...	L...	Sil-e..	1.62†	.356	Heli...	None..	CI°.	4.56°	64.5°	1.12x3.56	4
Hercules.....ZXA	.....	4-2½x3	10.00	24.8-3600	58.80	6.10	3, 4	.....	4	Int..	Iron..	PS...	L...	Sil-e..	1.00	.200	.....	.....	Al..	2.69	.....	.718x2.19	3
Hercules.....ZXB	.....	4-2⅝x3	11.00	22.5-3600	64.90	6.10	3, 4	.....	4	Int..	Iron..	PS...	L...	Sil-e..	1.00	.200	.....	.....	Al..	2.69	.....	.718x2.31	3
Hercules.....WXC-2	T, Tr, B, M...	6-4½x4½	40.30	82-2400	360.8	4.70	3, 4	Det..	6	Int..	Iron..	PS...	L...	Sil-e..	1.62†	.356	Heli...	None..	CI°.	4.56°	65.0°	1.12x3.62	4
Hercules.....WXC-3	T, Tr, B, M...	6-4¼x4½	43.3	91.5-2400	383.0	4.70	3, 4	Det..	6	Int..	Iron..	PS...	L...	Sil-e..	1.62†	.356	Heli...	None..	CI°.	4.56°	83.0°	1.12x3.69	4
Hercules.....YXC	T, Tr, B, M...	6-4⅝x4¾	45.9	94-2200	428.4	4.40	3, 4	Det..	6	Int..	Iron..	PS...	L...	Sil-e..	1.75	.388	Heli...	None..	CI°.	4.87	79.5	1.25x3.94	4
Hercules.....YXC-2	T, Tr, B, M...	6-4½x4¾	48.6	98-2200	453.0	4.40	3, 4	Det..	6	Int..	Iron..	PS...	L...	Sil-e..	1.75	.388	Heli...	None..	CI°.	4.87	85.0°	1.25x3.94	4
Hercules.....YXC-3	T, Tr, B, M...	6-4⅝x4¾	51.34	104-2200	478.8	4.40	3, 4	Det..	6	Int..	Iron..	PS...	L...	Sil-e..	1.75	.388	Heli...	None..	CI°.	4.87	87.0°	1.25x4.06	4
Lycoming.....AEF	T, Buses.....	8-3¾x4¾	45.00	120-2800	419.60	5.26	3	Det..	8	Int..	Iron..	Al...	L...	Sil-e..	1.75†	.343	Heli...	None..	AS..	4.25	34.4	1.00x3.23	4
Lycoming.....SA	Trucks.....	6-3¼x4½	25.35	60-2750	224.1	5.25	3	Det..	6	Sep..	Iron..	PS...	L...	Sil-e..	1.44	.312	Heli...	None..	CI..	4.00	36.5	.87x2.81	4
Lycoming.....SB	Trucks.....	6-3⅝x4½	27.33	65-2800	241.5	5.00	3	Det..	6	Sep..	Iron..	PS...	L...	Sil-e..	1.44†	.312	Heli...	None..	CI..	3.94	39.0	.87x2.90	4
Lycoming.....AFE	Trucks.....	4-3¾x4½	22.50	49-2600	198.8	4.82	3	Det..	4	Int..	Iron..	PS...	L...	Sil-e..	1.50†	.312	Heli...	Accx..	CI..	4.50	45.8	.87x3.22	4
Lycoming.....BB	Cars.....	12-3½x4¼	46.88	160-3500	391.16	5.75	4	Det..	12	Int..	Iron..	Al...	HI..	Sil-e..	1.37	.343	Chain.	.....	AS..	3.87	23.0	.87x2.60	4
Lycoming.....HFA	Trucks.....	8-3⅝x4½	36.45	102-3000	322.0	5.25	3	Det..	8	Sep..	Iron..	Al...	L...	Sil-e..	1.44†	.343	Heli...	None..	CI..	3.94	39.7	.87x2.90	4
Lycoming.....WF	Cars.....	6-3½x4¾	22.51	82-3500	209.94	6.20	4	Det..	6	Int..	Iron..	PS...	L...	Sil-e..	1.37†	.343	Chain.	.....	AS..	3.75	21.6	.87x2.52	4
Lycoming.....GG	Cars.....	8-3½x4¾	30.01	113-3600	279.97	6.20	4	Det..	8	Int..	Iron..	PS...	L...	Sil-e..	1.37†	.343	Chain.	.....	AS..	3.75	21.6	.87x2.52	4
Lycoming.....GF	Cars.....	8-3½x4¾	30.01	93-3400	279.92	5.35	4	Det..	8	Int..	Iron..	PS...	L...	Sil-e..	1.37†	.343	Chain.	.....	AS..	3.75	21.6	.87x2.52	4
Lycoming.....ASF	Trucks.....	6-3⅝x4½	33.75	84-3000	298.20	5.25	3	Det..	6	Int..	Iron..	PS...	L...	Sil-e..	1.75†	.312	Heli...	None..	Al...	4.25	.....	1.00x3.23	4
Lycoming[2].....GH	Cars.....	8-3½x4¾	30.01	148-4000	279.9	6.5	4	Det..	8	Int..	Iron..	PS...	L...	Sil....	1.37	.312	Chain.	.....	Al..	3.75	21.6	.87x2.52	4
Sterling Dolphin 8..GR-8	T, M.....	8-5¾x6¾	.....	290-1500	1402.2	4.08	....	Det..	2	Sep..	Iron..	Iron..	I...	Sil°..	1.87	.375	Heli...	None..	Al..	6.06	.....	1.31x5.12	3
Sterling Petrel.....LT6	T, B, Tr.....	6-5¼x6	180.0	225-2200	779.3	5.54	3	Det..	6	Sep..	Al...	Al...	L...	Sil°..	2.25	.455	Heli...	None..	Al..	5.50	.....	1.44x4.37	4
Sterling Viking II...TT6	Tractors.....	6-8x9	.....	425-1200	2714.0	4.18	4	Det..	6	Sep..	Iron..	Iron..	I...	Sil°..	2.59	.556	Heli...	None..	Al..	8.25	.....	2.00x7.00	3
Sterling Viking II...TT8	Tractors.....	8-8x9	.....	565-1200	3619.0	4.18	4	Det..	8	Sep..	Iron..	Iron..	I...	Sil°..	2.59	.556	.....	None..	Al..	8.25	.....	2.00x7.00	3
Twin City.....TW	Tractors.....	4-4¼x6	28.90	.....	340.4	4.00	4	Det..	1	.....	Iron..	Iron..	I...	Sil-e..	1.47	.312	Heli...	None..	CI..	5.00	74.0	1.25x3.87	4
Twin City.....FE	Tractors.....	4-4½x6	32.40	.....	381.7	4.03	4	Det..	2	Sep..	Iron..	Iron..	I...	Sil-e..	1.81	.405	Heli...	None..	CI..	5.50	90.0	1.25x3.87	4
Twin City.....KE	Tractors.....	4-4¼x5	28.90	.....	283.7	4.03	4	Det..	4	Sep..	Iron..	Iron..	I...	Sil-e..	1.62	.430	Heli...	None..	CI..	5.00	74.0	1.25x3.87	4
Twin City.....AE	Tractors.....	4-5½x6¾	48.40	.....	641.4	3.80	4	Det..	1	.....	Iron..	Iron..	I...	Sil-e..	1.75	.441	Heli...	None..	CI..	6.75	170.0	1.62x5.00	4
Twin City.....KEA	Tractors.....	4-4¼x5	28.9	.....	283.7	4.33	3	Det..	4	Int..	Iron..	Iron..	I...	.....	1.50†	.488	Heli...	None..	CI..	5.00	66.0	1.25x3.87	4
Waukesha.....FS	Ind., Tractors..	4-2¾x4	12.1	25–	95.00	....	3	Det..	4	Int..	Iron..	PS...	L...	CI....	1.19	.....	Heli...	None..	CI..	.....	.....	.87x2.37	4
Waukesha.....FL	Tractors.....	4-3x4	14.40	.....	113.0	....	3	Det..	4	Int..	Iron..	PS...	L...	.....	.....	.....	Heli...	None..	CI..	.....	.....	.87x2.37	...
Waukesha.....FK	Tractors.....	4-3¼x4	16.90	.....	133.0	....	3	Det..	4	Int..	Iron..	PS...	L...	.....	.....	.....	Heli...	None..	CI..	.....	.....	.87x2.37	...
Waukesha.....XAH	T, Tr, Ind.....	4-4⅝x4½	21.00	.....	186.0	....	3	Det..	4	Int..	Iron..	PS...	L...	ChN°	.....	.....	Heli...	None..	CI..	.....	.....	1.11x	3
Waukesha.....VK	T, Tr.....	4-4¼x5	28.90	.....	284.0	....	3	Det..	4	Int..	Iron..	PS...	L...	.....	.....	.....	Heli...	None..	CI..	.....	.....	.....	...
Waukesha.....VIS	Tractors.....	4-4½x5¼	27.20	.....	281.0	....	3	Det..	4	Int..	Iron..	Iron..	I...	.....	.....	.....	Heli...	None..	CI..	.....	.....	1.31x2.00	3
Waukesha.....VIL	Tractors.....	4-4¾x5¼	30.60	.....	316.0	....	3	Det..	4	Int..	Iron..	Iron..	I...	.....	.....	.....	Heli...	None..	CI..	.....	.....	1.31x2.00	...
Waukesha.....VIK	Tractors.....	4-4⅝x5¼	34.20	.....	353.0	....	3	Det..	4	Int..	Iron..	Iron..	I...	.....	.....	.....	Heli...	None..	CI..	.....	.....	1.31x2.00	...
Waukesha.....CHS	Tractors.....	4-4¾x6¼	36.10	.....	443.0	....	3	Det..	4	Int..	Iron..	Iron..	I...	.....	.....	.....	Heli...	None..	CI..	.....	.....	1.50x1.87	...
Waukesha.....CHK	Tractors.....	4-5⅛x6¼	42.03	.....	516.0	....	3	Det..	4	Int..	Iron..	Iron..	I...	.....	.....	.....	Heli...	None..	CI..	.....	.....	1.50x1.87	...
Waukesha.....HS	T, Tr.....	4-5½x6½	48.40	.....	618.0	....	3, 4	Det..	4	Sep..	Iron..	Iron..	L...	.....	.....	.....	Heli...	None..	CI..	.....	.....	1.38x3.25	...
Waukesha.....HL	Tractors.....	4-6x6½	57.60	.....	735.0	....	3, 4	Det..	4	Sep..	Iron..	Iron..	L...	.....	.....	.....	Heli...	None..	CI..	.....	.....	1.38x3.38	...

ABBREVIATIONS:

a—Main Bearings.
Accx—Accessories Drive
Air C—Air Cooled
Al—Aluminum Alloy
Als—Aluminum Steel with Strut
AS—Composite Aluminum and Alloy Steel Strut
ASt—Alloy Steel
b—Connecting Rod Bearings
B—Buses
c—Camshaft Bearings
C—Cars
Cam—Camshaft
Car—Carbon Steel
Cent—Centrifugal
ChM—Chrome Molybdenum
ChN—Chrome Nickel Steel
Chr—Chromium Steel
ChNI—Chrome Nickel Iron
ChVa—Chrome Vanadium
CI—Cast Iron
Cran—Crankshaft
d—Wrist Pins
Det—Detachable
Dur—Duralumin
e—(Oiling System)—Timing Gear Case
e—Exhaust
Ecc—Eccentric
f—Rocker Arm
Flo—Floating
Heli—Helical
I—Both valves in head
Ind—Industrial

ENGINES—Continued

CONNECTING RODS			CRANKSHAFT							OILING SYSTEM		WATER CIRCULATION		GOVERNOR			MISCELLANEOUS								MAKE AND MODEL
						Crank Pin	Main Bearings													Overall Dimensions (Ins.)					
							Diameter and Length (Ins.)																		
Material	Center to Center Length (Ins.)	Weight (with Bushings and Cap) Ozs.	Material	Offset (Ins.)	Counterbalances Used—	Diameter and Length (Ins.)	Number	Front	Rear	Pressure to	Pump Type	Type	Pump Type	Furnished—	Type	Maximum Governed Speed (R.P.M.)	Speed at which Maximum Torque is Developed (R.P.M.)	Weight (without Carburetor or Ignition) Lbs.	Adapted for Use of Kerosene—	Width	Height	Length	Bell Housing Provided—S.A.E. Numbers	
Car...	9.50	54.0	Car...	None..	Yes.	2.37x1.75	7	2.71x2.25	2.71x2.87	abcdef	Gear.	Air C.	.....	Opt.	Opt...	2400	1500	1222	No...	40¼	27¾	44	Opt...	Domark.....6AH-309
Car...	9.50	54.0	Car...	None..	Yes.	2.37x1.75	7	2.71x2.25	2.71x2.87	abcdef	Gear.	Air C.	.....	Opt.	Opt...	2400	1500	1247	No...	40½	27¾	44	Opt...	Domark.....6AH-400
Car...	9.50	54.0	Car...	None..	Yes.	2.37x1.75	7	2.71x2.25	2.71x2.87	abcdef	Gear.	Air C	.....	Opt.	Opt...	2400	1500	1087	No...	24½	37⅛	44	Opt...	Domark.....6A-377
Car...	9.50	54.0	Car...	None..	Yes.	2.37x1.75	7	2.71x2.25	2.71x2.57	abcdef	Gear.	Air C.	.....	Opt.	Opt...	2400	1500	1062	No...	24½	37⅛	44	Opt...	Domark.....6A-309
Car...	9.50	54.0	Car...	None..	Yes.	2.37x1.75	7	2.71x2.25	2.71x2.87	abcdef	Gear.	Air C.	.....	Opt.	Opt...	2400	1500	1247	No...	40½	27¾	44	Opt...	Domark.....6AH-377
Car...	9.50	54.0	Car...	None..	Yes.	2.37x1.75	7	2.71x2.25	2.71x2.87	abcdef	Gear.	Air C.	.....	Opt.	Opt...	2400	1500	1087	No...	24½	37⅛	44	Opt...	Domark.....6A-400
ASt...	11.00	75.00	ChM..	None..	No..	2.25x1.44	4	2.75x2.69	2.75x2.69	abcef..	Gear.	Pump.	Cent.	Opt.	Cent...	.....	1100	1039	No...	25⅝	39	50⅛	3	Hall-Scott.....147
ASt...	11.00	102.0	ChN..	None..	No..	2.25x2.00	4	2.75x2.19	2.75x3.19	abcef..	Gear.	Pump.	Cent.	Stk.	Cent..	2000	1000	1240	No...	34	39½	59½	3	Hall-Scott.....155
ASt...	11.00	101.0	ChM..	None..	Yes.	2.38x2.00	4	2.75x2.19	2.75x3.19	abcef..	Gear.	Pump.	Cent.	Opt.	Suct...	.....	1000	1230	No...	29⅝	46⅛	55¼	3	Hall-Scott.....160
ASt...	11.00	105.0	ChN..	None..	No..	2.25x2.00	3	2.75x2.31	2.75x2.31	abcef..	Gear.	Pump.	Cent.	Stk.	Cent..	1800	1100	1055	Opt..	26⅛	40½	46⅜	2	Hall-Scott.....165
ASt...	11.00	101.0	ChN..	None..	No..	2.38x2.00	3	3.00x2.31	3.00x2.31	abcef..	Gear.	Pump.	Cent.	Stk.	Cent..	1800	1100	1135	Opt..	29⅝	40¾	49⅜	2	Hall-Scott.....167
ASt...	11.00	113.5	ChN..	None..	Yes.	2.50x2.00	7	3.25x1.44	3.25x2.44	abcef..	Gear.	Pump.	Cent.	Opt.	Cent..	2000	1200	1723	No...	37⅜	43	59¼	2	Hall-Scott.....175
ASt...	11.00	103.0	ChN..	None..	Yes.	2.75x2.00	7	3.25x2.19	3.25x2.56	abcf...	Gear.	Pump.	Cent.	Opt.	Suct..	2200	1600	1725	No...	52⅜	20⅝	67⅝	2	Hall-Scott.....180
ASt...	17.00	432.0	Car...	None..	Yes.	4.12x3.00	7	4.12x4.25	4.12x6.37	abcf...	Gear.	Pump.	Cent.	Stk.	Cent...	.....	1050	.....	Yes..	42½	63⅝	83⅝	Yes	Hall-Scott.....300, 357
ASt...	11.0	.....	ChM..	None..	Yes.	2.62x1.78	7	3.00x1.47	3.00x2.28	abcd...	Gear.	Pump.	Cent.	Opt.	Suct...	.....	1400	.....	No...	54¾	18⅞	52	3	Hall-Scott.....130
ASt...	11.0	.....	ChM..	None..	Yes.	2.62x2.00	7	3.00x1.47	3.00x2.28	abcde.	Gear.	Pump.	Cent.	Opt.	Suct...	.....	1000	.....	No...	54¾	18⅞	52	3	Hall-Scott.....135
1035	10.87	83.0	1045	None..	No..	2.50x2.62	3	3.00x3.37	3.00x3.50	ab...	Gear.	Pump.	Cent.	Opt.	Cent..	1400	1000	890	Yes..	21 11/32	30⅞	41⅛	1, 2	Hercules.....E
1035	10.87	83.0	1045	None.	No..	2.50x2.62	3	3.00x3.37	3.00x3.50	ab...	Gear.	Pump.	Cent.	Opt.	Cent..	1400	1000	885	Yes.	21 11/32	30⅝	41⅛	1, 2	Hercules.....G
1035	10.87	83.0	1045	None..	Yes.	2.50x2.62	3	3.00x3.37	3.00x3.50	ab...	Gear.	Pump.	Cent.	Opt.	Cent..	1400	1000	875	Yes.	21 11/32	30⅝	41⅛	1, 2	Hercules.....K
1035	10.87	83.0	1045	None..	No..	2.50x2.62	3	3.00x3.37	3.00x3.50	ab...	Gear.	Pump.	Cent.	Opt.	Cent..	1400	1000	880	Yes.	21 11/32	30⅝	41⅛	1, 2	Hercules.....L
3140	6.50	1.00	1045	None..	No..	1.75x1.12	3	2.00x1.56	2.00x1.62	ab...	Gear.	Opt...	Cent.	Opt.	Cent..	1800	2000	250	Yes.	16⅝	18¾	24⅝	5, 6	Hercules.....IX
3140	6.50	1.00	1045	None..	No..	1.75x1.12	3	2.00x1.56	2.00x1.62	ab...	Gear.	Opt...	Cent.	Opt.	Cent..	1800	2000	283	Yes.	16⅝	18¾	24⅝	5, 6	Hercules.....IXA
3140	6.50	1.00	1045	None..	No..	1.75x1.12	3	2.00x1.56	2.00x1.62	ab...	Gear.	Opt...	Cent.	Opt.	Cent..	1800	2000	291	Yes.	16⅝	18¾	24⅝	5, 6	Hercules.....IXB
3140	12.00	143.0	1045	None..	No..	3.00x2.25	7	3.50x2.75	3.50x3.50	abcde.	Gear.	Pump.	Cent.	Opt.	Cent..	1600	1000	1810	Yes.	24½	40½	54½	00, °	Hercules.....HXB
3140	12.00	143.0	1045	None..	No..	3.00x2.25	7	3.50x2.75	3.50x3.50	abcde.	Gear.	Pump.	Cent.	Opt.	Cent..	1600	1000	1810	Yes.	24½	40½	54½	00, °	Hercules.....HXC
3140	12.00	160.0	1045	None..	No..	3.00x2.25	7	3.50x2.75	3.50x3.50	abcde.	Gear.	Pump.	Cent.	Opt.	Cent..	1400	1000	1830	Yes.	24½	40½	54½	00, °	Hercules.....HXD
3140	12.00	160.0	1045	None..	No..	3.00x2.25	7	3.50x2.75	3.50x3.50	abcde.	Gear.	Pump.	Cent.	Opt.	Cent..	1400	1000	1830	Yes.	24½	40½	54½	00, °	Hercules.....HXE
1035	8.00	37.5	1045	None..	No..	2.00x1.50	7	2.50x1.31	2.50x2.12	ab...	Gear.	Pump.	Cent.	Opt.	Cent..	1800	1000	550	Yes..	17⅝	23½	37⅜	3°	Hercules.....JXA
1035	8.00	37.5	1045	None..	No..	2.00x1.50	7	2.50x1.31	2.50x2.12	ab...	Gear.	Pump.	Cent.	Opt.	Cent..	1800	1000	560	Yes.	17⅝	23½	37⅜	3°	Hercules.....JXB
1035	8.00	37.5	1045	None..	No..	2.00x1.50	7	2.50x1.31	2.50x2.12	ab...	Gear.	Pump.	Cent.	Opt.	Cent..	1800	1000	565	Yes.	17⅝	23½	37⅜	3°	Hercules.....JXC
Car...	8.00	.....	ChN..	None..	No..	2.00x1.50	7	2.50x1.31	2.50x2.12	abe...	Gear.	Pump.	Cent.	Opt.	Cent..	.....	900	.....	Yes.	17⅝	23½	37⅜	3, 4	Hercules.....JXD
1035	9.50	58.5	1045	None..	No..	2.00x2.25	3	2.00x3.19	2.00x3.31	ab...	Gear.	Opt...	Cent.	Opt.	Cent..	1400	1000	655	Yes.	20 11/32	28 7/32	36 11/32	2, 3	Hercules.....OX
1035	9.50	58.5	1045	None..	No..	2.00x2.25	3	2.00x3.19	2.00x3.31	ab...	Gear.	Opt...	Cent.	Opt.	Cent..	1400	1000	655	Yes.	20 11/32	28 7/32	36 11/32	2, 3	Hercules.....OXC
1035	8.00	37.5	1045	None..	No..	2.00x1.50	3	2.00x2.00	2.00x2.62	ab...	Gear.	Opt...	Cent.	Opt.	Cent..	1800	1200	460	Yes.	17½	23¼	29⅞	4, 5	Hercules.....OOA
1035	8.00	37.5	1045	None..	No..	2.00x1.50	3	2.00x2.00	2.00x2.62	ab...	Gear.	Opt...	Cent.	Opt.	Cent..	1800	1000	460	Yes.	17½	23¼	29⅞	4, 5	Hercules.....OOB
1035	8.00	37.5	1045	None..	No..	2.00x1.50	3	2.00x2.00	2.00x2.62	ab...	Gear.	Opt...	Cent.	Opt.	Cent..	1800	1000	460	Yes.	17½	23¼	29⅞	4, 5	Hercules.....OOC
3140	9.37	81.0	1045	None..	No..	2.62x2.00	7	3.00x1.81	3.00x2.94	abe...	Gear.	Pump.	Cent.	Opt.	Cent..	1800	1000	1000	Yes.	21 11/32	31⅝	45⅝	2, 3	Hercules.....RXB
3140	9.37	81.0	1045	None..	No..	2.62x2.00	7	3.00x1.81	3.00x2.94	abe...	Gear.	Pump.	Cent.	Opt.	Cent..	1800	1000	1010	Yes..	21 11/32	31⅝	45⅝	2, 3	Hercules.....RXC
1035	13.25	178.0	1045	None..	No..	3.00x3.00	3	3.75x4.37	3.75x4.50	ab...	Gear.	Pump.	Cent.	Opt.	Cent..	1200	800	1800	Yes..	26⅝	38	52½	1, 0	Hercules.....TX
1035	13.25	178.0	1045	None..	No..	3.00x3.00	3	3.75x4.37	3.75x4.50	ab...	Gear.	Pump.	Cent.	Opt.	Cent..	1200	800	1815	Yes..	26⅝	38	52½	1, 0	Hercules.....TXA
1035	13.25	178.0	1045	None..	No..	3.00x3.00	3	3.75x4.37	3.75x4.50	ab...	Gear.	Pump.	Cent.	Opt.	Cent..	1200	800	1850	Yes..	26⅝	38	52½	1, 0	Hercules.....TXO
1035	9.12	51.5	1045	None..	No..	2.25x1.50	7	2.62x1.75	2.62x2.75	abce..	Gear.	Pump.	Cent.	Opt.	Cent..	1800	1000	805	Yes..	21	27	41⅝	3	Hercules.....WXB
1035	9.12	51.5	1045	None..	No..	2.25x1.50	7	2.62x1.75	2.62x2.75	abce..	Gear.	Pump.	Cent.	Opt.	Cent..	1800	1000	805	Yes..	21	27	41⅝	3	Hercules.....WXC
3140	5.12	.....	1045	.....	.....	1.50x1.00	3	2x1.31	2.00x1.37	ab...	.....	Opt...	.....	.....	.....	1800	2000	.....	.....	14¾	16⅜	21⅝	.....	Hercules.....ZXA
3140	5.12	.....	1045	.....	.....	1.50x1.00	3	2x1.31	2.00x1.37	ab...	.....	Opt...	.....	.....	.....	1800	2000	.....	.....	14¾	16⅜	21⅝	.....	Hercules.....ZXB
1035	9.12	51.5	1045	None..	No..	2.25x1.50	7	2.62x1.75	2.62x2.75	abce.	Gear.	Pump.	Cent.	Opt.	Cent..	1800	1000	810	Yes..	21	27	41⅝	3	Hercules.....WXC-2
1035	9.12	51.5	1045	None..	No..	2.25x1.50	7	2.62x1.75	2.62x2.75	abce.	Gear.	Pump.	Cent.	Opt.	Cent..	1800	1000	820	Yes..	21	27	41⅝	3	Hercules.....WXC-3
1035	9.62	64.5	1045	None..	No..	2.50x1.75	7	3.00x2.00	3.00x3.00	abce.	Gear.	Pump.	Cent.	Opt.	Cent..	1800	800	975	Yes..	21 11/32	31⅝	45⅝	2, 3	Hercules.....YXC
1035	9.62	64.5	1045	None..	No..	2.50x1.75	7	3.00x2.00	3.00x3.00	abce.	Gear.	Pump.	Cent.	Opt.	Cent..	1800	800	975	Yes..	21 11/32	31⅝	45⅝	2, 3	Hercules.....YXC-2
1035	9.62	64.5	1045	None..	No..	2.50x1.75	7	3.00x2.00	3.00x3.00	abce.	Gear.	Pump.	Cent.	Opt.	Cent..	1800	800	975	Yes..	21 11/32	31⅝	45⅝	2, 3	Hercules.....YXC-3
Car...	9.00	54.40	Steel..	None..	No..	2.34x1.69	5	2.62x2.10	2.62x2.75	abcde.	Gear.	Pump.	Cent.	Stk.	Cent..	2800	1200	1120	No...	25⅞	34 3/32	52⅝	2	Lycoming.....AEF
Car...	9.00	41.60	Steel..	None..	No..	2.12x1.50	4	2.37x2.00	2.37x2.37	abe...	Gear.	Pump.	Cent.	NP.	.....	.....	1000	579	No...	25¾	29 11/32	29 11/32	3	Lycoming.....SA
Car...	9.00	43.00	Steel..	None..	Yes.	2.12x1.50	4	2.37x2.00	2.37x2.37	abe...	Gear.	Pump.	Cent.	NP.	.....	.....	850	589	No...	25¾	30 3/32	39 11/32	3	Lycoming.....SB
Car...	9.00	41.6	Steel..	None..	No..	2.12x1.50	3	2.12x1.75	2.12x2.37	abce.	Gear.	Pump.	Cent.	NP.	.....	.....	1150	485	No...	25¾	32⅜	30⅝	4	Lycoming.....AFE
Car...	9.44	40.8	Steel..	None..	Yes.	2.50x2.25	4	3.00x2.56	3.00x2.37	abcdef	Gear.	Pump.	Cent.	NP.	.....	.....	1500	1096	No...	25⅞	35⅝	45 21/32	4	Lycoming.....BB
Car...	9.00	43.0	Steel..	None..	No..	2.12x1.50	5	2.37x2.75	2.37x2.75	abce.	Gear.	Pump.	Cent.	NP.	.....	2800	1000	900	No...	26⅛	30 11/32	48⅝	2, 3	Lycoming.....HFA
Car...	9.50	37.4	Steel..	None..	Yes.	2.12x1.25	4	2.37x1.94	2.37x1.87	abce.	Gear.	Pump.	Cent.	NP.	.....	.....	1800	520	No...	31¼	29½	34⅝	5	Lycoming.....WF
Car...	9.50	37.4	Steel..	None..	No..	2.12x1.25	5	2.37x1.94	2.37x1.87	abce.	Gear.	Pump.	Cent.	NP.	.....	.....	1800	680	No...	23⅞	29½	46	5	Lycoming.....GG
Car...	9.50	37.4	Steel..	None..	No..	2.12x1.25	5	2.37x1.94	2.37x1.87	abce.	Gear.	Pump.	Cent.	NP.	.....	.....	1400	685	No...	23⅞	29 21/32	45 11/32	5	Lycoming.....GF
Car. .	9.00	54.4	Steel..	None..	Yes.	2.34x1.69	4	2.62x2.12	2.62x2.75	abcde.	Gear.	Pump.	Cent.	NP.	.....	.....	800	700	No...	25¾	31 11/32	41 11/32	3	Lycoming.....ASF
Car...	9.50	37.4	Car...	None.	Yes.	2.12x1.25	5	2.37x1.94	2.37x1.87	abce.	Gear.	Pump.	Cent.	NP.	.....	.....	2400	700	No...	25¾	29½	46	5	Lycoming[2].....GH
Car...	14.00	.....	ChN..	None..	.....	2.50x3.50	5	2.50x4.81	2.50x4.81	abce..	Gear.	Pump.	Gear.	NP.	.....	.....	1500	3500	.....	29½	44¾	104	No....	Sterling Dolphin 8..GR-8
Car...	12.50	.....	ChN..	None..	Yes.	2.50x2.12	7	3.00x3.00	3.00x3.00	abcde.	Gear.	Pump.	Cent.	Opt.	Cent...	.....	2200	1800	.....	29	40	70½	Yes...	Sterling Petrel.....LT6
ASt...	18.00	.....	ChN.	.....	Yes.	4.00x3.87	7	4.00x3.37	4.00x5.50	abe...	Gear.	Pump.	Cent.	Stk.	Cent..	1200	.....	5250	.....	.....	60¼	84⅝	.....	Sterling Viking II...TT6
ASt...	18.00	.....	ChN.	.....	Yes.	4.00x3.87	9	4.00x3.37	4.00x5.50	abcde.	Gear.	Pump.	Cent.	Stk.	Cent..	1200	.....	7850	.....	.....	60¼	111½	.....	Sterling Viking II...TT8
Car...	12.00	120.0	Car...	None..	No..	2.37x2 87	3	2.25x2.97	2.75x4.00	abe...	Gear.	Pump.	Cent.	Stk.	Cent..	1075	900	1040	Yes..	25⅜	42	41⅝	2	Twin City.....TW
Ca....	12.00	120.0	Car...	None..	No..	2.37x2.87	3	2.25x2.97	2.75x4.00	abcef..	Gear.	Pump.	Cent.	Stk.	Cent..	1075	800	1260	Yes..	30⅛	47⅝	42⅝	1	Twin City.....FE
Car...	10.00	96.0	Car...	None..	No..	2.37x2.50	3	2.50x2.50	2.62x3.50	abcef..	Gear.	Pump.	Cent.	Stk.	Cent..	1050	800	1075	Yes..	23½	43¾	46½	2	Twin City.....KE
Car...	14.00	248.0	Car...	None..	Yes.	3.00x3.62	3	2.90x3.91	3.12x5.75	abef...	Gear.	Pump.	Cent.	Stk.	Cent..	900	700	1800	Yes..	34⅜	47½	54¼	1	Twin City.....AE
Car...	10.00	94.0	Car...	None..	No..	2.37x2.50	3	2.50x2.50	2.62x3.50	abcef..	Gear.	Pump.	Cent.	Stk.	Cent..	1150	1025	1240	Yes..	23½	43¾	46½	2	Twin City.....KEA
Car...	7.25	.....	Car...	.....	No..	1.75x1.25	3	2.12x1.25	2.12x1.50	abce.	Gear.	Opt...	None	Opt.	Cent.	2600	1350	280	No...	19	6	37⅜	5	Waukesha.....FL
Car...	7.25	.....	Car...	.....	.....	1.75x1.25	3	2.12x1.25	2.12x1.50	abce..	Gear.	Opt...	Vane.	Opt.	Cent.	.....	.....	285	.....	19	28¾	37⅜	5	Waukesha.....FL
Car...	.....	.....	Car...	.....	.....	1.75x1.25	3	2.12x1.25	2.12x1.50	abce..	Gear.	Opt...	Vane.	Opt.	Cent.	.....	.....	290	.....	19	28¾	37⅜	5	Waukesha.....FKJ
Car...	8.75	.....	Car...	.....	No..	2.00x1.50	3	2.00x1.87	2.00x2.50	abcde.	Gear.	Opt...	Cent.	Opt.	Cent.	.....	.....	375	.....	17⅞	27	32¼	5	Waukesha.....XAH
Car...	10.00	.....	Car...	0.25	No..	2.25x2.00	3	2.25x2.00	2.37x2.75	abce.	Gear.	Opt...	Cent.	Opt.	Cent.	.....	.....	600	.....	20½	24	36⅜	3	Waukesha.....VK
Car...	10.50	.....	Car...	.....	.....	2.37x2.12	3	2.37x2.12	2.37x2.75	abcde.	Gear.	Pump.	Cent.	Stk.	Cent.	.....	.....	1375	.....	21¼	35	....	2	Waukesha.....VIS
Car...	10.50	.....	Car...	.....	.....	2.37x2.12	3	2.37x2.12	2.37x2.75	abcde.	Gear.	Pump	Cent.	Stk.	Cent.	.....	.....	1375	.....	21¼	35	....	2	Waukesha.....VIL
Car...	10.50	.....	Car...	.....	.....	2.37x2.12	3	2.37x2.12	2.37x2.75	abcde.	Gear.	Pump.	Cent.	Stk.	Cent.	.....	.....	1375	.....	21¼	35	....	2	Waukesha.....VIK
Car...	11.75	.....	Car...	None..	No..	2.75x2.50	3	3.00x2.87	3.00x3.62	abcde.	Gear.	Pump.	Cent.	Stk.	Cent.	.....	.....	1575	.....	24	42	....	2	Waukesha.....CHS
Car...	11.75	.....	Car...	None..	No..	2.75x2.50	3	3.00x2.87	3.00x3.62	abcde.	Gear.	Pump.	Cent.	Stk.	Cent.	.....	.....	1575	.....	24	42	....	2	Waukesha.....CHK
Car...	13.25	.....	Car...	.....	No..	2.50x2.75	3	3.00x3.00	3.00x3.63	abce..	Gear.	Pump.	Cent.	Stk.	Cent..	1000	.....	1550	.....	30½	42	48	1	Waukesha.....HS
Car...	13.25	.....	Car...	.....	No..	2.50x2.75	3	3.00x3.00	3.00x3.63	abce..	Gear.	Pump.	Cent.	Stk.	Cent..	1000	.....	1575	.....	30½	42	48	1	Waukesha.....HL

Int—Integral
Ie—Valve in Head; overhead camshaft
L—Valves at side. ("L" head).
Mag—Magnesium
Nich—Nichrome
Nicl—Nickel Iron

NicS—Nickel Steel
NP—No provision
Opt—Optional
Plng—Plunger
PS—Pressed Steel
Pist—Piston

R—Rail Cars
Sep—Separate
Sil—Silichrome Steel
Sl—Sleeve
Spec—Special
SS—Semi Steel

Stk—Standard Equipment
Suct—Suction
T—Trucks
ThS—Thermo-siphon
Tr—Tractors
Tun—Tungsten

Var—Various
*—Optional
°—Others also
†—Inlet valve only
[1]—Red Wing Motor Co.
[2]—Super Charged

AMERICAN STOCK

MAKE AND MODEL	Designed For	Number of Cylinders, Bore and Stroke (Ins.)	Rated H.P. (N.A.C.C.)	R.P.M. at Maximum Brake H.P.	Piston Displacement (Cu. Ins.)	Compression Ratio	Number of Point Suspension	CYLINDERS: Head	CYLINDERS: No. Cast in One Piece	CRANKCASE: Upper Half: Integral with Cylinders	CRANKCASE: Upper Half: Material	CRANKCASE: Material (Lower Half)	VALVES: Arrangement	VALVES: Head Material	VALVES: Clear Diameter (Ins.)	VALVES: Lift (Ins.)	FRONT END DRIVE: Type	FRONT END DRIVE: Non-Metallic Gear Used On	PISTONS: Material	PISTONS: Length (Ins.)	PISTONS: Weight (with Pins, Rings & Bushings) Ozs.	PISTONS: Piston Pin Diameter and Length (Ins.)	Number of Rings per Piston
Waukesha 4-80	Ind., Tractors	4-5½x6½	48.50	80–	618.0	....	3	Det..	4	Sep..	....	....	F...	Sil...	2.50	.....	Heli...	None..	CI..	.....	.....	1.37x3.37	4
Waukesha 4-95	Ind., Tractors	4-6x6½	57.50	95–	735.0	....	3	Det..	4	Sep..	Iron..	Iron..	F...	Sil...	2.50	.....	Heli...	None..	CI..	.....	.....	1.37x3.87	4
Waukesha JL	Tractors	4-6x7	57.60	.....	792.0	....	3	Det..	2	Sep..	Iron..	Iron..	.....	.....	.....	.....	Heli...	None..	CI..	.....	.....	1.62x3.12	...
Waukesha JK	Tractors	4-6½x7	67.60	.....	929.0	....	3	Det..	2	Sep..	Iron..	Iron..	.....	.....	.....	.....	Heli...	None..	CI..	.....	.....	1.62x3.12	...
Waukesha JZ	Ind., Tractors	4-6¾x7	73.00	105–1050	1002.	....	3	Det..	2	Sep..	Iron..	Iron..	L...	Sil...	2.50	.....	Heli...	None..	CI..	.....	.....	1.62x3.12	4
Waukesha WL		4-6¼x8	62.50	.....	982.0	....	3, 4	Det..	2	Sep..	Iron..	Iron..	L...	.....	.....	.....	Heli...	None..	CI..	.....	.....	1.62x . .	4
Waukesha WK		4-6¾x8	73.00	.....	1145	....	3, 4	Det..	2	Sep..	Iron..	Iron..	L...	.....	.....	.....	Heli...	None..	CI..	.....	.....	1.62x .	4
Waukesha WOK	Ind.	4-7½x8	90.0	162–	1414.0	....	3, 4	Det..	4	Sep..	Iron..	Iron..	I...	.....	.....	.....	Heli...	None..	CI..	.....	.....	2.00x6.56	4
Waukesha 6BA	T, B, Ind	6-3⅜x4½	27.25	63.8-2600	228.0	....	3	Det..	6	Int..	Iron..	PS..	L...	.....	.....	.....	Heli...	None..	CI..	.....	.....	1.00x2.19	4
Waukesha 6BL	T, B, Tr, Ind	6-3½x4½	29.40	72–	245.0	....	3	Det..	6	Int..	Iron..	Al...	L...	Sil...	1.50†	.....	Heli...	None..	Al	.....	.....	1.00x2.87	4
Waukesha 6BK	T, B, Tr, Ind	6-3¾x4½	33.70	84–	282.0	....	3	Det..	6	Int..	Iron..	Al...	L...	Sil...	1.50†	.....	Heli...	None..	Al	.....	.....	1.00x2.87	4
Waukesha 6MS	T, B, Tr	6-3¾x4¾	33.70	.....	315.0	....	3	Det..	6	Int..	Iron..	PS..	L...	.....	.....	.....	Heli...	None..	CI..	.....	.....	.....	4
Waukesha 6ML	T, B, Tr	6-4x4¾	38.50	.....	358.0	....	3	Det..	6	Int..	Iron..	PS..	L...	.....	.....	.....	Heli...	None..	CI..	.....	.....	.....	4
Waukesha 6MK	T, B, Tr	6-4⅛x4¾	40.80	.....	381.0	....	3	Det..	6	Int..	Iron..	PS..	L...	.....	.....	.....	Heli...	None..	CI..	.....	.....	.....	4
Waukesha 6MZ	T, B, Tr	6-4¼x4¾	43.50	80–	404.0	....	3	Det..	6	Int..	Iron..	PS..	L...	Sil...	1.62†	.....	Heli...	None..	CI..	.....	.....	1.00x4.00	4
Waukesha 6-110	T, B, Tr, Ind	6-4x4¾	38.50	.....	358.0	....	3	Det..	6	Int..	Iron..	Al...	F...	ChN°	.....	.....	Heli...	None..	Al	.....	.....	1.00x . . .	4
Waukesha 6SRS	T, B	6-4⅛x5⅛	40.84	.....	411.0	....	3	Det..	6	Sep..	Iron..	PS..	L...	.....	.....	.....	Heli...	None..	Al	.....	.....	.....	...
Waukesha 6SRL	T, B	6-4⅜x5⅛	46.00	.....	464.0	....	3	Det..	6	Sep..	Iron..	PS..	L...	.....	.....	.....	Heli...	None..	CI..	.....	.....	1.00x2.25	...
Waukesha 6SRK	T, B, Tr	6-4x5⅛	51.34	.....	517.0	....	3	Det..	6	Int..	Iron..	PS..	L...	.....	.....	.....	Heli...	None..	Al	.....	.....	1.37x . . .	...
Waukesha 6-125	T, B, Tr, Ind	6-4⅜x5⅛	46.00	.....	464.0	....	3	Det..	6	Sep..	Iron..	PS..	F...	ChN°	.....	.....	Heli...	None..	Al	.....	.....	1.00x	4
Waukesha 6AB	T, Buses	6-4½x5¾	48.60	.....	549.0	....	3	Det..	2	Sep..	Al..	Al..	L...	.....	.....	.....	Heli...	None..	CI..	.....	.....	.....	...
Waukesha 6RB	T, Buses	6-5x5¾	60.00	.....	677.0	....	3	Det..	2	Sep..	Al..	Al..	L...	.....	.....	.....	Heli...	None..	Al	.....	.....	1.38x2.93	...
Waukesha 6LS	Rail Car	6-7x8½	104.0	.....	1962.0	....	4	Det..	1	Sep..	Iron..	Iron..	L...	.....	.....	.....	Heli...	None..	Al	.....	.....	2.25x3.75	...
Waukesha 6LK	Rail Car	6-7¾x8½	144.0	.....	2410.0	....	4	Det..	1	Sep..	Iron..	Iron..	L...	.....	.....	.....	Heli...	None..	Al	.....	.....	2.25x4.25	...
Waukesha 6LRO	Rail Car, Ind	6-8½x8½	173.0	350–	2894.0	....	4	Det..	3	Sep..	Iron..	Iron..	I...	.....	3.25†	.....	Heli...	None..	CI..	.....	.....	2.25x7.75	5
Wisconsin AC4	T, Tr, Ind	4-2⅝x3¼	11.0	15-2800	70.4	4.50	4	Det..	4	Sep..	Al...	Al...	I...	Sil...	.937	.232	Heli...	None..	Al	3.00	21	.75x2.06	3
Wisconsin SU	T, Tr, B	4-4x5	25.60	50-2000	251.3	4.20	3	Det..	4	Int..	Iron..	PS..	I...	Sil...	1.53	.380	Heli...	Idler..	CI..	4.25	55.0	1.06x3.47	...
Wisconsin W	Tr, Ind	4-4½x5	27.23	49-1600	267.0	4.20	3	Det..	4	Int..	Iron..	PS..	I...	Sil...	1.53	.380	Heli...	Idler..	CI..	4.25	58.0	1.06x3.47	3
Wisconsin X	Tr, T	4-4½x5	32.4	66-1800	318	4.25	3	Det..	4	Int..	Iron..	Iron..	I...	Sil...	1.81	.387	Heli...	Idler..	CI..	4.75	91.0	1.187x3.93	4
Wisconsin N	T, Tr, Ind	6-3½x4¼	29.39	55-2500	245	4.60	3	Det..	6	Int..	Iron..	Iron..	I...	Sil...	1.50	.380	Heli...	Cam..	CI..	4.00	59.0	1.06x2.85	3
Wisconsin GA-1	T, Buses, Tr	6-3⅝x5	31.54	65-2000	309	4.54	3	Det..	6	Int..	Iron..	Iron..	I...	Sil...	1.50	.380	Heli...	Idler..	CI..	4.00	50.0	1.06x3.10	3
Wisconsin GA-2	Tr, B, T	6-3¾x5	33.75	67-2100	331	3.54	3	Det..	6	Int..	Iron..	Iron..	I...	Sil...	1.50	.380	Heli...	Idler..	CI..	3.90	51.0	1.06x3.10	3
Wisconsin L-2	T, Tr, B	6-3⅞x5	36.00	80-2200	354	4.30	3	Det..	6	Int..	Iron..	Iron..	I...	Sil...	1.75	.380	Heli...	Idler..	CI..	4.87	48.0	1.25x3.15	3
Wisconsin L-3	T, Tr, B	6-4⅛x5	40.80	85-2000	401	4.30	3	Det..	6	Int..	Iron..	Iron..	I...	Sil...	1.75	.380	Heli...	Idler..	CI..	4.72	52.0	1.25x3.40	3
Wisconsin L-4	T, Buses, Tr	6-4¼x5	43.3	85-1800	426.0	4.30	3	Det..	6	Int..	Iron..	Iron..	I...	Sil...	1.75	.38	Heli...	Idler..	CI..	4.62	56	1.25x3.40	3
Wisconsin ZA-1	T, Tr, B	6-4½x5	48.60	108-2000	477	4.70	3	Det..	6	Sep..	SS...	Iron°	I...	Sil...	1.81	.450	Heli...	Idler..	CI..	4.75	88.0	1.19x3.93	5
Wisconsin ZA-2	T, Tr, B	6-4⅝x5	51.34	112-2000	504	4.70	3	Det..	6	Sep..	SS...	Iron..	I...	Sil...	1.81	.450	Heli...	Idler..	CI..	4.65	94.0	1.19x3.93	4

ABBREVIATIONS:

a—Main Bearings.
Accx—Accessories Drive
Air C—Air Cooled
Al—Aluminum Alloy
Als—Aluminum Steel with Strut
AS—Composite Aluminum and Alloy Steel Strut
ASt—Alloy Steel
b—Connecting Rod Bearings
B—Buses
c—Camshaft Bearings
C—Cars
Cam—Camshaft
Car—Carbon Steel
Cent—Centrifugal
ChM—Chrome Molybdenum
ChN—Chrome Nickel Steel
Chr—Chromium Steel
ChNI—Chrome Nickel Iron
ChVa—Chrome Vanadium
CI—Cast Iron
Cran—Crankshaft
d—Wrist Pins
Det—Detachable
Dur—Duralumin
e—(Oiling System)—Timing Gear Case
e—Exhaust
Ecc—Eccentric
f—Rocker Arm
Flo—Floating
Heli—Helical
I—Both valves in head
Ind—Industrial

AMERICAN MARINE

MAKE AND MODEL	Number of Cylinders, Bore and Stroke (Ins.)	Maximum Brake H.P. at Specified R.P.M.	Piston Displacement (Cu. Ins.)	Compression Ratio	Number of Point Suspension	CYLINDERS: Head	CYLINDERS: No. Cast in One Piece	CRANKCASE: Upper Half: Integral with Cylinders	CRANKCASE: Upper Half: Material	CRANKCASE: Material (Lower Half)	VALVES: Arrangement	VALVES: Head Material	VALVES: Clear Diameter (Ins.)	VALVES: Lift (Ins.)	FRONT END DRIVE: Type	FRONT END DRIVE: Non-Metallic Gear Used On	PISTONS: Material	PISTONS: Length (Ins.)	PISTONS: Weight (with Pins Rings & Bushings) Ozs.	PISTONS: Piston Pin Diameter and Length (Ins.)	Number of Rings per Piston
Alfco 312-M	12-4x5	240-2800	754.0	5.16	4	Det...	12	Int...	Iron...	Iron..	I...	Sil....	1.75	.41	Chain	.....	Al....	4.84	39	1.12x3.62	4
Alfco 316-M	16-4x5	320-2800	1005.0	5.5	4	Det...	16	Int...	Iron..	Iron..	I...	Sil....	1.75	.41	Chain	.....	Al....	4.84	39	1.12x3.62	4
Bridgeport F-10	2-3¾x4½	12-1200	198.0	.....	4	Det...	2	Int...	Iron..	Iron..	I...	NieS..	1.50	.....	Heli...	None..	CI....	.....	.....	1.00x3.62	4
Bridgeport Pilot	4-4x5	45-1800	251.3	.....	4	Det...	4	Int...	Iron..	Iron..	L...	Sil....	1.62	.....	Heli...	None..	CI....	4.87	.....	1.37x3.87	4
Bridgeport 304	4-5½x6½	45-700	617.0	.....	4	Det...	1	Sep...	Iron..	Iron..	L...	CI....	2.25	.....	Heli...	None..	CI....	7.00	.....	1.25x5.37	5
Bridgeport 404	4-6½x7½	65-600	995.0	.....	4	Det...	1	Sep...	Iron..	Iron..	L...	CI....	2.25	.....	Heli...	None..	CI....	8.50	.....	1.50x6.37	5
Buda HM-173	4-3½x4½	48-2800	173.2	5.25	4	Det...	4	Int...	Iron..	Iron..	L...	Sil°...	1.50†	.310	Heli...	Idler..	CI....	3.75	37.0	1.12x3.00	4
Buda HM-199	4-3¼x4½	55-2800	198.8	5.25	4	Det...	4	Int...	Iron..	Iron..	L...	Sil°...	1.50†	.310	Heli...	Idler..	CI....	3.75	42.0	1.12x3.25	4
Buda HM-205	4-3⅝x4½	57-2800	205.0	5.30	4	Det...	4	Int...	Iron..	Iron..	L...	ChN°..	1.50†	.310	Heli...	Idler..	CI....	3.75	42.0	1.12x3.22	4
Buda HM-298	6-3¾x4½	81-2800	298.2	5.25	4	Det...	6	Int...	Iron..	Iron..	L...	Sil°...	1.50†	.310	Heli...	Idler..	CI....	3.75	42.0	1.12x3.25	4
Buda HM-260	6-3½x4½	70-2800	259.9	5.25	4	Det...	6	Int...	Iron..	Iron..	L...	Sil°...	1.50†	.310	Heli...	Idler..	CI....	3.75	37.0	1.12x3.00	4
Buda KM-369	6-4⅛x4¾	97-2600	369.0	5.30	4	Det...	6	Int...	Iron..	Iron..	L...	Sil°...	1.75†	.400	Heli...	Idler..	CI....	4.37	63.5	1.25x3.47	4
Buda KM-393	6-4⅜x4¾	101-2400	393.0	5.30	4	Det...	6	Int...	Iron..	Iron..	L...	Sil°...	1.75†	.400	Heli...	Idler..	CI....	4.37	65.5	1.25x3.47	4
Buda KM-428	6-4⅝x4¾	105-2400	428.0	5.30	4	Det...	6	Int...	Iron..	Iron..	L...	Sil°...	1.75†	.400	Heli...	Idler..	.....	4.37	68.3	1.25x3.82	4

ENGINES—Continued

CONNECTING RODS			CRANKSHAFT							OILING SYSTEM		WATER CIRCULATION		GOVERNOR			MISCELLANEOUS								MAKE AND MODEL
						Crank Pin	Main Bearings													Overall Dimensions (Ins.)					
							Diameter and Length (Ins.)																		
Material	Center to Center Length (Ins.)	Weight (with Bushings and Cap) Ozs.	Material	Offset (Ins.)	Counterbalances Used–	Diameter and Length (Ins.)	Number	Front	Rear	Pressure to	Pump Type	Type	Pump Type	Furnished–	Type	Maximum Governed Speed (R.P.M.)	Speed at which Maximum Torque is Developed (R.P.M.)	Weight (without Carburetor or Ignition) Lbs.	Adapted for Use of Kerosene–	Width	Height	Length	Bell Housing Provided S.A.E. Numbers		
Car...	13.25	.....	Car...	.....	No..	2.75x2.50	3	3.00x3.00	3.00x3.62	abcef..	Gear.	Pump.	Cent.	Stk.	Cent..	1200	700	1700	Yes..	27¼	51½	47⅝	1, 0	Waukesha	4-80
Car...	13.25	.....	Car...	.....	No..	2.75x2.50	3	3.00x3.00	3.00x3.62	abcef..	Gear.	Pump.	Cent.	Stk.	Cent..	1200	650	1750	Yes..	27¼	51½	47⅝	1, 0	Waukesha	4-95
Car...	15.37	.....	Car...	.....	....	3.25x2.75	3	3.75x3.25	3.75x4.25	abce..	Gear.	Pump.	Cent.	Stk.	Cent..	.....	.....	2195	.....	39½	47	52⅝	0	Waukesha	JL
Car...	15.37	.....	Car...	.....	....	3.25x2.75	3	3.75x3.25	3.75x4.25	abce..	Gear.	Pump.	Cent.	Stk.	Cent..	.....	.....	2220	.....	39½	47	52⅝	0	Waukesha	JK
Car...	15.37	.....	Car...	.....	No..	3.25x2.75	3	3.75x3.25	3.75x4.25	abce..	Gear.	Pump.	Cent.	Stk.	Cent..	.....	600	2225	Yes..	30½	47	51⅝	1, 0	Waukesha	JZ
Car...	18.00	.....	Car..	None..	No..	3.25x2.75	5	3.75x3.75	3.75x5.50	abce..	Gear.	Pump.	Cent.	Stk.	Cent..	.....	.....	2700	.....	34	51⅝	59⅞	0, 00	Waukesha	WL
Car...	18.00	.....	Car..	None..	No..	3.25x2.75	5	3.75x3.75	3.75x5.50	abce..	Gear.	Pump.	Cent.	Stk.	Cent..	.....	.....	2750	.....	34	51⅝	59⅞	0, 00	Waukesha	WK
Car...	18.0	.....	Car...	.....	No..	3.25x2.75	5	3.75x3.75	3.75x5.50	abce..	Gear.	Pump.	Cent.	Stk.	Cent..	1050	600	3560	.....	28	63½	57¾	0, 00	Waukesha	WOK
Car...	8.0	.....	Car...	.....	No..	2.00x1.50	7	2.62x1.25	2.62x2.00	abcde..	Gear.	Pump.	Cent.	Opt.	Cent..	2800	1200	675	Yes..	26	31	39½	4	Waukesha	6BA
Car...	8.00	.....	Car...	.....	No..	2.00x1.50	7	2.62x1.25	2.62x2.00	abcde..	Gear.	Pump.	Cent.	Opt.	Cent..	2800	1150	675	No...	26	31	39½	4	Waukesha	6BL
Car...	8.00	.....	Car...	.....	No..	2.00x1.50	7	2.62x1.25	2.62x2.00	abcde..	Gear.	Pump.	Cent.	Opt.	Cent..	2800	1100	690	No...	26	31	39½	4	Waukesha	6BK
Car...	8.75	.....	Car...	.....	No..	2.25x1.50	7	2.62x1.62	2.62x2.75	abce..	Gear.	Pump.	Cent.	Opt.	Cent..	.....	.....	860	.....	20½	31	43⅝	3, 2	Waukesha	6MS
Car...	8.75	.....	Car...	.....	No..	2.25x1.50	7	2.62x1.62	2.62x2.75	abce..	Gear.	Pump.	Cent.	Opt.	Cent..	.....	.....	875	.....	20½	31	43⅝	3, 2	Waukesha	6ML
Car...	8.75	.....	Car...	.....	No..	2.25x1.50	7	2.62x1.62	2.62x2.75	abce..	Gear.	Pump.	Cent.	Opt.	Cent..	.....	.....	890	.....	20½	31	43⅝	3, 2	Waukesha	6MK
Car...	8.75	.....	Car...	.....	No..	2.25x1.50	7	2.62x1.62	2.62x2.75	abce..	Gear.	Pump.	Cent.	Opt.	Cent..	1850	800	920	.....	22	26	43⅝	3	Waukesha	6MZ
Car...	8.75	.....	Car...	None..	No..	2.25x1.50	7	2.87x1.62	2.87x2.75	abcde.	Gear.	Pump.	Cent.	Opt.	.....	.....	.....	1125	Yes..	26	38½	59½	3°	Waukesha	6-110
Car...	10.25	.....	Car...	.....	No..	2.75x1.75	7	3.00x1.81	3.00x3.00	abce..	Gear.	Pump.	Cent.	Opt.	Cent..	.....	.....	1150	.....	26	34⅞	46⅝	3	Waukesha	6SRS
Car...	10.25	.....	Car...	.....	No..	2.75x1.75	7	3.00x1.88	3.00x3.00	abce..	Gear.	Pump.	Cent.	Opt.	Cent..	.....	.....	.....	No...	26	34⅞	46⅝	3°	Waukesha	6SRL
Car...	10.25	.....	Car...	None..	No..	2.75x1.75	7	3.00x1.81	3.00x1.50	abcde.	Gear.	Pump.	Cent.	Opt.	Cent..	.....	.....	1130	No...	26	35⅞	46⅝	3, 2	Waukesha	6SRK
Car...	10.25	.....	Car...	None..	No..	2.75x1.75	7	3.00x1.88	3.00x3.00	abcde.	Gear.	Pump.	Cent.	Opt.	.....	.....	.....	1425	Yes..	27	42¾	61½	3°	Waukesha	6-125
Car...	13.25	.....	ChN..	None..	No..	2.75x2.50	4	3.50x2.63	3.50x3.50	abce..	Gear.	Pump.	Cent.	Opt.	Cent..	1600	750	1300	No...	26	41⅝	54⅞	2	Waukesha	6AB
Car...	13.25	.....	ChN..	.....	No..	2.75x2.50	4	3.50x2.50	3.00x3.50	abce..	Gear.	Pump.	Cent.	Opt.	Cent..	.....	.....	1250	.....	26	41⅝	54⅞	2	Waukesha	6RB
Car...	18.38	.....	Car...	.....	No..	4.00x3.75	7	4.50x5.00	4.25x5.50	abce°	Gear.	Pump.	Cent.	Stk.	Cent..	.....	.....	7300	Yes..	42	60	95⅛	00	Waukesha	6LS
Car...	18.38	.....	Car...	.....	No..	4.00x3.75	7	4.25x5.00	4.25x5.50	abce°	Gear.	Pump.	Cent.	Stk.	Cent..	.....	.....	7335	Yes..	42	60	95⅛	00	Waukesha	6LK
Car...	18.75	.....	Car...	.....	No..	4.00x3.75	7	4.25x4.81	4.25x5.50	abce..	Gear.	Pump.	Cent.	Stk.	Cent..	1100	700	7800	.....	37¾	63¾	93⅛	Opt.	Waukesha	6LRO
Car...	8.37	28.0	Car...	None..	Yes.	1.50x1.12	2	.....	.....	.....	Gear.	Air C..	Air C	Opt.	Cent..	.....	1200	250	No...	.....	.....	.....	6°	Wisconsin	AC4
Car...	10.50	66.0	Car...	None..	No..	2.00x2.00	3	1.94x2.50	2.06x3.00	abe...	Gear.	Pump.	Cent.	Opt.	Cent..	.....	1000	615	No...	26	34	35⅞	3°	Wisconsin	SU
Car...	10.50	64.0	Car...	None..	No..	2.37x2.00	3	2.37x2.50	2.37x3.00	abe...	Gear.	Pump.	Cent.	Opt.	Cent..	.....	900	640	No...	26	34	35⅞	3°	Wisconsin	W
Car...	10.5	133.0	Car...	None..	No..	2.75x2.50	3	2.75x3.00	2.75x3.00	abce.	Gear.	Pump.	Cent.	Opt.	Cent..	.....	1000	850	No...	26	36	46	2°	Wisconsin	X
Car...	9.0	59.0	Car...	None..	No..	2.25x1.75	4	2.25x2.50	2.25x3.00	abce..	Gear.	Pump.	Cent.	Opt.	Cent..	.....	700	820	No...	26	30	45⅝	3°	Wisconsin	N
Car...	10.5	68.0	Car...	None..	Yes.	2.50x1.75	4	2.50x2.50	2.50x3.00	abce.	Gear.	Pump.	Cent.	Opt.	Cent..	.....	700	965	Opt..	25¾	34	47⅝	3°	Wisconsin	GA-1
Car...	10.5	68.0	Car...	None..	Yes.	2.50x1.75	4	2.50x2.50	2.50x3.00	abce.	Gear.	Pump.	Cent.	Opt.	Cent..	.....	700	975	Opt..	25¾	34	48	2°	Wisconsin	GA-2
Car...	10.5	72.0	Car...	None..	Yes.	2.62x1.75	4	2.75x2.25	2.75x2.75	abce.	Gear.	Pump.	Cent.	Opt.	Cent..	.....	700	1075	No...	25¾	35⅞	47⅛	3°	Wisconsin	L-2
Car...	10.5	72.0	Car...	None..	Yes.	2.62x1.75	4	2.75x2.25	2.75x2.75	abce.	Gear.	Pump.	Cent.	Opt.	Cent..	.....	700	1095	No...	25¾	35⅞	47⅛	3°	Wisconsin	L-3
Car...	10.50	72.0	Car...	None..	Yes.	2.62x1.75	4	2.75x2.25	2.75x2.75	abce.	Gear.	Pump.	Cent.	Opt.	Cent..	.....	700	1110	No...	25¾	35⅞	47⅛	3	Wisconsin	L-4
Car...	10.5	133.0	Car...	None..	Yes.	2.75x2.50	4	2.75x3.00	2.75x3.00	abce.	Gear.	Pump.	Cent.	Opt.	Cent..	.....	800	1160	Opt..	26	34¼	52⅝	2°	Wisconsin	ZA-1
Car...	10.5	133.0	Car...	None..	Yes.	2.75x2.50	4	2.75x3.00	2.75x3.00	abce.	Gear.	Pump.	Cent.	Opt.	Cent..	.....	800	1160	Opt..	26	34¼	52⅝	2°	Wisconsin	ZA-2

Int—Integral
Ie—Valve in Head; overhead camshaft
L—Valves at side. ("L" head).
Mag—Magnesium
Nich—Nichrome
Nicl—Nickel Iron
NicS—Nickel Steel
NP—No provision
Opt—Optional
Plng—Plunger
PS—Pressed Steel
Pist—Piston
S—Rail Cars
Rep—Separate
Sil—Silichrome Steel
Sl—Sleeve
Spec—Special
SS—Semi Steel
Stk—Standard Equipment
Suct—Suction
T—Trucks
ThS—Thermo-siphon
Tr—Tractors
Tun—Tungsten
Var—Various
*—Optional
°—Others also
†—Inlet valve only
1—Red Wing Motor Co.
2—Super Charged

ENGINES

CONNECTING RODS			CRANKSHAFT							OILING SYSTEM		WATER CIRCULATION		MISCELLANEOUS							MAKE AND MODEL
						Crank Pin	Main Bearings														
							Diameter and Length (Ins.)														
Material	Center to Center Length (Ins.)	Weight (with Bushings and Cap) Ozs.	Material	Offset (Ins.)	Counterbalances Used	Diameter and Length (Ins.)	Number	Front	Rear	Pressure to	Pump Type	Type	Pump Type	Speed at which Maximum Torque is Developed (R.P.M.)	Weight (without Carburetor or Ignition) Lbs.	Adapted for Use of Kerosene	Overall Dimensions (Ins.) Width	Height	Length		
Car...	12	23	ChNM.	None..	Yes.	2.75x2.75	4	3.50x2.25	3.50x2.37	abcde..	Gear..	Pump...	Gear..	1550	2450	Yes...	35½	41⅝	73	Alfco	312-M
Car...	12	33	ChNM.	None...	Yes.	2.75x2.75	5	3.50x2.25	3.50x2.37	abcde..	Gear..	Pump...	Gear..	1600	2910	Yes...	35½	41⅝	85	Alfco	316-M
ASt...	.....	.....	NicS...	None...	Yes.	1.50x....	2	1.50x3.00	1.50x3.00	.....	Pist..	Pump...	Gear..	.....	320	No....	.....	.....	.....	Bridgeport	F-10
ASt...	.....	.....	NicS...	None...	Yes.	2.00x2.25	3	2.00x3.00	2.00x3.31	ab.....	Gear..	Pump...	Gear..	.....	950	No....	17	28½	53½	Bridgeport	Pilot
Car...	.....	.....	NicS...	None...	No..	2.00x3.00	5	2.00x5.50	2.00x5.50	ML.....	.....	Pump...	Plng..	.....	1700	Yes...	19½	31	72	Bridgeport	304
ASt...	.....	.....	NicS...	None...	No..	2.62x3.00	5	2.62x6.00	2.62x6.00	ML.....	.....	Pump...	Plng..	.....	2450	Yes...	20½	35	83½	Bridgeport	404
Car...	9.50	42.0	Car....	None...	No..	2.12x1.62	5	3.00x1.50	3.00x2.12	abcde..	Gear..	Pump...	Gear..	1200	700	No....	23¼	27⅝	43⅜	Buda	HM-173
Car...	9.50	42.0	Car....	None...	No..	2.12x1.62	5	3.00x1.50	3.00x2.12	abcde..	Gear..	Pump...	Gear..	1200	710	No....	23¼	27⅝	43⅜	Buda	HM-199
Car...	9.50	42.0	Car....	None...	No..	2.12x1.62	5	3.00x1.50	3.00x2.12	abcde..	Gear..	Pump...	Gear..	1200	715	No....	23¼	27⅝	43⅜	Buda	HM-205
Car...	9.50	42.0	Car....	None...	No..	2.12x1.62	7	3.00x1.50	3.00x2.12	abcde..	Gear..	Pump...	Gear..	1200	890	No....	22⅝	28⅝	54½	Buda	HM-298
Car...	9.50	42.0	Car....	None...	No..	2.12x1.62	7	3.00x1.50	3.00x2.12	abcde..	Gear..	Pump...	Gear..	1200	880	No....	22⅝	28⅝	54½	Buda	HM-260
Car...	9.50	58.0	Car....	None...	No..	2.37x1.75	7	3.00x1.75	3.00x2.50	abcde..	Gear..	Pump...	Gear..	1100	1250	No....	24⅜	29½	60⅝	Buda	KM-369
Car...	9.50	58.0	Car....	None...	No..	2.37x1.75	7	3.00x1.75	3.00x2.50	abcde..	Gear..	Pump...	Gear..	1200	1260	No....	24⅜	29½	60⅝	Buda	KM-393
Car...	9.50	58.0	Car....	None...	No..	2.37x1.75	7	3.00x1.75	3.00x2.50	abcde..	Gear..	Pump...	Gear..	1200	1300	No....	24⅜	29½	60⅝	Buda	KM-428

MAKE AND MODEL	Number of Cylinders Bore and Stroke (Ins.)	Maximum Brake H.P. at Specified R.P.M.	Piston Displacement (Cu. Ins.)	Compression Ratio	Number of Point Suspension	CYLINDERS: Head	CYLINDERS: No. Cast in One Piece	CRANKCASE: Upper Half: Integral with Cylinders	CRANKCASE: Upper Half: Material	CRANKCASE: Material (Lower Half)	VALVES: Arrangement	VALVES: Head Material	VALVES: Clear Diameter (Ins.)	VALVES: Lift (Ins.)	FRONT END DRIVE: Type	FRONT END DRIVE: Non-Metallic Gear Used On	PISTONS: Material	PISTONS: Length (Ins.)	PISTONS: Weight (with Pins Rings & Bushings) Ozs.	PISTONS: Piston Pin Diameter and Length (Ins.)	Number of Rings per Piston
Buda.....LM-468	6-4¼x5½	111-2400	468.0	5.20	4	Det...	6	Int...	Iron..	Iron..	L...	ChN°	1.75†	.400	Heli...	Idler..	CI....	4.75	84.0	1.25x3.47	4
Buda.....LM-525	6-4½x5½	121-2200	525.0	5.20	4	Det...	6	Int...	Iron..	Iron..	L...	ChN°	1.75†	.400	Heli...	Idler..	CI....	4.75	88.0	1.25x3.94	4
Buda.....GM-572	6-4½x6	110-2000	572.5	4.60	4	Det...	6	Sep...	Al....	Al....	L...	Sil°	2.25†	.312†	Heli...	Idler..	CI....	6.12	93.0	1.62x3.75	4
Buda.....GM-638	6-4⅝x6	126-2000	638.0	4.86	4	Det...	6	Sep...	Al....	Al....	L...	Sil°	2.25†	.312†	Heli...	Idler..	CI....	6.12	94.0	1.62x4.00	4
Buda.....HM-173-R	4-3½x4½	48-2800	173.2	5.25	4	Det...	4	Int...	Iron..	Iron..	L...	Sil°	1.50†	.310†	Heli...	Idler..	CI....	3.75	37.0	1.12x3.00	4
Buda.....HM-199-R	4-3⅝x4½	55-2800	198.8	5.25	4	Det...	4	Int...	Iron..	Iron..	L...	Sil°	1.50†	.310	Heli...	Idler..	CI....	3.75	42.0	1.12x3.25	4
Buda.....HM-205-R	4-3⅝x4½	57-2800	205.0	5.30	4	Det...	4	Int...	Iron..	Iron..	L...	Sil°	1.50†	.310	Heli...	Idler..	CI....	3.75	42.0	1.12x3.22	4
Buda.....HM-260-R	6-3½x4½	70-2800	259.9	5.25	4	Det...	6	Int...	Iron..	Iron..	L...	Sil°	1.50†	.310	Heli...	Idler..	CI....	3.75	37.0	1.12x3.00	4
Buda.....HM-298-R	6-3¾x4½	81-2800	298.2	5.25	4	Det...	6	Int...	Iron..	Iron..	L...	Sil°	1.50†	.310	Heli...	Idler..	CI....	3.75	42.0	1.12x3.25	4
Buda.....KM-369-R	6-4⅛x4¾	97-2600	369.0	5.30	4	Det...	6	Int...	Iron..	Iron..	L...	ChN°	1.75†	.400	Heli...	Idler..	CI....	4.37	63.5	1.25x3.47	....
Buda.....KM-393-R	6-4⅛x4¾	101-2400	393.0	5.30	4	Det...	6	Int...	Iron..	Iron..	L...	ChN°	1.75†	.400	Heli...	Idler..	CI....	4.37	65.5	1.25x3.47	4
Buda.....KM-428-R	6-4⅛x4¾	105-2400	428.0	5.30	4	Det...	6	Int...	Iron..	Iron..	L...	Sil°	1.75†	.400	Heli...	Idler..	CI....	4.37	68.2	1.25x3.82	4
Buda.....LM-468-R	6-4¼x5½	111-2400	468.0	5.20	4	Det...	6	Int...	Iron..	Iron..	L...	Sil°	1.75†	.400	Heli...	Idler..	CI....	4.75	84.0	1.25x3.47	4
Buda.....LM-525-R	6-4½x5½	121-2200	525.0	5.20	4	Det...	6	Int...	Iron..	Iron..	L...	Sil°	1.75†	.400	Heli...	Idler..	CI....	4.75	88.0	1.25x3.94	4
Buda.....GM-638-R	6-4⅝x6	126-2000	638.0	4.86	4	Det...	6	Sep...	Al....	Al....	L...	Sil°	2.25†	.312†	Heli...	Idler..	CI....	6.12	94.0	1.62x4.00	4
Buda.....GM-572-R	6-4½x6	110-2000	572.5	4.60	4	Det...	6	Sep...	Al....	Al....	L...	Sil°	2.25†	.312†	Heli...	Idler..	CI....	6.12	93.0	1.62x3.75	4
Buffalo.....BA	4-3½x5	46-1800	192.4	4.0	3.4	Det...	4	Int...	Iron..	PS....	L...	CI....	1.75	.312	Heli...	None..	CI....	3.75	48.0	1.09x3.25	3
Buffalo.....6-ATT	6-7¾x9	240-900	2547.3	3.60	4	Det...	2	Sep...	Iron..	Iron..	L...	CI....	3.50	.710†	Heli...	Idler..	Al....	9.00	345.0	2.00x7.19	4
Buffalo.....6-ATT	6-8¼x9	280-900	2886.6	3.60	4	Det...	2	Sep...	Iron..	Iron..	L...	CI....	3.50	.710†	Heli...	Idler..	Al....	9.00	373.0	2.12x7.69	4
Buffalo.....4-RA	4-5⅞x7	120-1200	759.0	4.20	4	Det...	2	Sep...	Iron..	Iron..	I...	Sil....	2.62	.464†	Heli...	Cam..	Al....	6.62	114.5	1.50x5.44	5
Buffalo.....6-RA	6-5⅞x7	200-1500	1138.5	4.20	4	Det...	2	Sep...	Iron..	Iron..	I...	Sil....	2.62	.464†	Heli...	Cam..	Al....	6.62	114.5	1.50x5.44	5
Buffalo.....8-RA	8-5⅞x7	240-1200	1518.0	4.20	4	Det...	2	Sep...	Iron..	Iron..	I...	Sil....	2.62	.464†	Heli...	None..	Al....	6.62	114.5	1.50x5.44	5
Chris Craft.....B	4-3¼x4	55-3200	134.0	5.6	4	Det...	4	Int...	Iron..	Iron..	L...	Sil....	1.25†	.312	Heli...	None..	Al....	3.06	20.5	.749x2.81	3
Chris Craft.....A-120	8-5x5¼	250-2300	824.7	5.6	4	Det.	2	Sep.	Al	Al..	L...	Sil..	2.53	.375	Spur..	None..	Al	5.87	77.0	1.37x4.25	4
Capitol.....LA-12	12-5x7	425-1800	1650.0	5.00	....	Int..	1	Sep...	Al....	Al....	I...	Tun....	2.75	.437†	Bevel..	None..	Al....	5.25	.....	1.25x4.23	4
Capitol.....T-12	12-5.75x6.25	575-2000	1947.0	5.30	....	Int..	3	Sep...	Al....	Al....	I...	Sil....	2.06	.500	Bevel..	None..	Al....	5.50	.....	1.50x5.25	4
Chrysler.....Ace C	6-3⅛x4⅜	73-3200	201.0	.....	4	Det...	6	Int...	Iron..	Iron..	L...	.....	.....	.....	.....	.....	Al....	.....	.....	.....	....
Chrysler.....Ace CR	6-3⅛x4⅜	60-900	201.0	.....	6	Det...	6	Int...	Iron..	Iron..	L...	.....	.....	.....	.....	.....	Al....	.....	.....	.....	....
Chrysler.....Crown A & C	6-3⅝x4½	93-3200	241.6	.....	4	Det...	6	Int...	Iron..	Iron..	L...	.....	.....	.....	.....	.....	Al....	.....	.....	.....	....
Chrysler.....Crown CR	6-3⅝x4½	83-1100	241.6	.....	6	Det...	6	Int...	Iron..	Iron..	L...	.....	.....	.....	.....	.....	Al....	.....	.....	.....	....
Chrysler.....Imperial CR	6-3⅝x5	108-3200	309.0	.....	4	Det...	6	Int...	Iron..	Iron..	L...	.....	.....	.....	.....	.....	Al....	.....	.....	.....	....
Chrysler.....Imperial CR	6-3⅝x5	108-1100	309.0	.....	6	Det...	6	Int...	Iron..	Iron..	L...	.....	.....	.....	.....	.....	Al....	.....	.....	.....	....
Chrysler.....Majestic C	8-3½x5	152-3200	385.0	.....	4	Det...	8	Int...	Iron..	Iron..	L...	.....	.....	.....	.....	.....	Al....	.....	.....	.....	....
Chrysler.....Majestic CR	8-3½x5	146-1400	385.0	.....	4	Det...	8	Int...	Iron..	Iron..	L...	.....	.....	.....	.....	.....	Al....	.....	.....	.....	....
Elco.....F-6	6-4⅜x6	120-1600	638	4.71	4	Det...	2	Sep...	SS....	SS....	F...	ChN..	2.50	.303	Heli...	None..	Al....	6.12	77	1.37x4	4
Elco.....F-42	4-5x6	90-1600	471.0	5.00	4	Det...	2	Sep...	SS....	SS....	F...	ChN°	2.50	.303†	Heli...	None..	AS....	6.12	77.0	1.37x4.17	4
Elco.....F-62	6-5x6	145-1600	707.0	5.00	4	Det...	2	Sep...	SS....	SS....	F...	ChN°	2.50	.303†	Heli...	None..	AS....	6.12	77.0	1.37x4.17	4
Erd.....S-4	4-3⅜x5	42.5-2100	179.0	4.75	4	Det...	4	Int...	SS....	Al°...	L...	Sil....	1.75	.320	Spur..	None..	CI....	4.00	34.0	.875x3.19	3
[1]Evansville.....	4-5x6	20-500	.....	.....	.....	Int...	1	Sep...	Iron..	Iron..	I...	CI....	2.00	.312	Spur..	.....	CI....	5.50	.....	1.12x4.87	3
[1]Evansville.....	4-4½x5	15-500	.....	.....	.....	Int...	1	Sep...	Iron..	Iron..	I...	CI....	1.75	.312	Spur..	.....	CI....	5.00	.....	1.00x4.37	3
Evansville.....Boy Scout	1-3¾x4	3-500	.....	.....	.....	Int...	1	Sep...	Iron..	Iron..	I...	CI....	1.25	.....	Spur..	.....	CI....	3.87	.....	.....	3
Fay & Bowen.....LN-403	4-3x4	20-1800	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	CI....	.....	.....	.....	....
Fay & Bowen.....LC-41	4-3⅛x4½	27-1600	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	CI....	.....	.....	.....	....
Fay & Bowen.....Rocket	4-2⅞x3½	35-3200	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Fay & Bowen.....LN-43	4-4¾x5½	40-1000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	CI....	.....	.....	.....	....
Fay & Bowen.....LC-61	6-3½x4½	55-2000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	CI....	.....	.....	.....	....
Fay & Bowen.....LNS-43	4-4¾x5½	60-1400	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Fay & Bowen...Challenger	6-3⅜x4	60-2800	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Fay & Bowen.....B	6-3¾x5	70-2200	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Fay & Bowen...Conqueror	6-4½x4¾	100-2100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	CI....	.....	.....	.....	....
Hall-Scott.....178	4-4¼x5½	65-1880	312.0	4.03	....	Det...	4	Sep...	Iron..	Iron..	I...	Sil....	1.94	.312	Chain.	.....	Al....	5.03	56.8	1.25x3.25	6
Hall-Scott.....179	4-4¼x5½	65-1880	312.0	4.03	....	Det...	4	Sep...	Iron..	Iron..	I...	Sil....	1.94	.312	Chain.	.....	Al....	5.03	56.8	1.25x3.25	6
Hall-Scott.....116, 117	6-4¼x5½	98-2000	468.0	4.74	....	Det...	6	Sep...	Al....	Iron..	I...	.....	1.94	.312	Chain.	.....	Al....	4.56	52.0	1.25x3.44	6
Hall-Scott.....157, 158	6-5x7	191-1800	825.0	4.84	....	Det...	6	Sep...	Al....	Iron..	I...	.....	2.51	.312	Chain.	.....	Al....	4.92	78.6	1.25x4.00	5
Hall-Scott.....168, 169	6-5½x7	264-2100	998.0	5.07	....	Det...	6	Int...	CI....	Al....	I...	.....	2.63	.482	Chain.	.....	Al....	5.31	94.6	1.38x4.41	5
Hall-Scott.....163, 164	6-4¼x5½	105-1800	468.0	4.43	....	Det...	6	Sep...	Al....	Iron..	I...	ChN°	2.06	.343	Chain.	.....	Al....	5.26	56.00	1.25x3.34	6
Kermath.....F	4-4⅜x5½	55-1500	330.0	4.80	6	Det...	4	Sep...	Al....	Al....	L...	Sil....	2.00	.375	Heli...	None..	Als...	5.25	62.0	1.25x3.87	4
Kermath.....G	6-4⅜x5½	106-2000	495.0	4.80	6	Det...	6	Sep...	Al....	Al....	L...	Sil....	2.00	.375	Heli...	None..	Als...	5.25	62.0	1.25x3.62	4
Kermath.....L	6-5x5¾	158-1800	678.0	5.3	6	Det...	6	Sep...	Al....	Al....	L...	Sil....	2.37†	.375	Heli...	None..	Als...	6.19	82.0	1.25x4.50	4
Kermath.....M	6-3½x4⅝	86-3000	267.0	5.3	6	Det...	6	Int...	Iron..	Al....	L...	Sil....	1.50†	.375	Heli...	None..	Als...	4.06	29.0	.94x2.75	3
Kermath.....R	6-5x5¾	235-2400	678.0	5.3	6	Det...	6	Sep...	Al....	Al....	I...	Sil....	1.75	.375	SpB...	None..	Als...	6.19	82.0	1.25x4.50	4
Kermath.....V	12-5x6	450-2200	1414.0	5.3	6	Det...	6	Sep...	Al....	Al....	I...	Sil....	1.75	.375	SpB...	None..	Als...	6.19	82.0	1.25x4.50	4
Kermath.....9	6-5x5½	199-2400	648.0	5.3	6	Det...	6	Sep...	Al....	Al....	I...	Sil....	1.75	.375	SpB...	None..	Als...	6.31	87.0	1.25x4.50	4
Kermath.....12	4-3½x4	16-1200	154.0	.....	6	Int...	4	Sep...	Iron..	Iron..	L...	CI....	1.50	.218	Spur..	Idler..	CI....	4.12	54.0	.87x3.12	3
Kermath.....16	4-3¾x4	20-1200	177.0	.....	6	Int...	4	Sep...	Iron..	Iron..	L...	CI....	1.50	.218	Spur..	Idler..	CI....	4.12	55.0	.87x3.12	3
Kermath.....DH	6-4⅜x5¾	150-2500	519.0	5.7	6	Det...	6	Sep...	Al....	Al....	L...	Sil....	2.25†	.437	Heli...	None..	Als...	5.25	62.0	1.25x3.62	4
Kermath.....DL	6-4⅜x5¾	120-2000	519.0	5.7	6	Det...	6	Sep...	Al....	Iron..	L...	Sil....	2.25†	.375	Heli...	None..	Als...	5.25	62.0	1.25x3.62	4
Kermath.....OOC	4-4x4½	50-2000	226.0	.....	4	Det...	4	Int...	Iron..	Iron..	L...	Sil....	1.50†	.326	Heli...	None..	Al....	.....	.....	.....	....
Kermath.....20	4-4x4	25-1200	201.0	.....	6	Int...	4	Sep...	Iron..	Iron..	L...	CI....	1.50	.218	Spur..	Idler..	CI....	4.12	73.0	.87x3.12	3
Kermath.....XL	4-3¼x4	33-2200	134.0	5.30	4	Det...	4	Int...	Iron..	Iron..	L...	Sil....	1.25†	.312	Heli...	None..	Al....	3.06	20.0	.75x2.87	3
Kermath.....XH	4-3¼x4	50-3200	134.0	5.30	4	Det...	4	Int...	Iron..	Al....	L...	Sil....	1.25†	.312	Heli...	None..	Al....	3.00	20.0	.75x2.87	3
Kermath.....JXAL	6-3⅝x4¼	60-2400	228.0	5.75	4	Det...	6	Int...	Iron..	Iron..	L...	Sil....	1.50†	.375	Heli...	None..	Al....	4.37	31.0	1.00x2.87	4
Kermath.....JXCL	6-3⅝x4¼	80-2400	282.0	5.75	4	Det...	6	Int...	Iron..	Iron..	L...	Sil....	1.50†	.375	Heli...	None..	Al....	4.12	36.0	1.00x3.37	4
Kermath.....JXAH	6-3⅝x4¼	82-3000	228.0	5.75	4	Det...	6	Int...	Iron..	Al....	L...	Sil....	1.50†	.375	Heli...	None..	Al....	4.37	31.0	1.00x2.87	4
Kermath.....JXCH	6-3⅝x4¼	102-3000	282.0	5.75	4	Det...	6	Int...	Iron..	Al....	L...	Sil....	1.50†	.375	Heli...	None..	Al....	4.12	36.0	1.00x3.37	4
Kermath.....WX	6-4¼x4½	115-2600	383.0	5.50	4	Det...	6	Int...	Iron..	Iron..	L...	Sil....	1.62†	.375	Heli...	None..	Al....	.....	.....	.....	5
Kermath.....OOB	4-3⅜x4½	40-2000	198.8	.....	4	Det...	4	Int...	Iron..	Iron..	L...	Sil....	1.50	.326	Heli...	None..	Al....	.....	.....	.....	....
Kermath.....VFL	8-3⅛x3¾	94-3600	220.0	6.3	4	Det...	8	Int...	Iron..	Iron..	L...	Sil....	1.37	.....	Heli...	Cam..	Al....	.....	.....	.75x	3
Kermath.....VFH	8-3⅛x3¾	94-3600	220.0	6.3	4	Det...	8	Int...	Iron..	Al....	L...	Sil....	1.37	.....	Heli...	Cam..	Al....	.....	.....	.75x	3
Lathrop Mystic.....100	6-4½x5½	95-1575	524.83	.....	4	Det...	6	Sep...	Iron..	Iron..	L...	ASt....	.....	.....	Heli...	None..	CI....	.....	.....	.....	4
Lathrop Mystic.....150	6-5½x6½	150-1515	926.56	.....	4	Det...	6	Sep...	Iron..	Iron..	L...	ASt....	.....	.....	Heli...	None..	CI....	.....	.....	.....	4
Lathrop Mystic.....175	6-5¾x6½	175-1500	1012.8	.....	4	Det...	6	Sep...	Iron..	Iron..	L...	ASt....	.....	.....	Heli...	None..	CI....	.....	.....	.....	4
Lathrop.....Std 12 Hp	2-5⅜x6½	15-565	274.75	.....	4	Det...	1	Sep...	Iron..	Iron..	T...	ASt....	.....	.....	Heli...	.....	CI....	.....	.....	.....	4
Lathrop.....Std 16 Hp	2-5½x6½	20-700	308.85	.....	4	Det...	1	Sep...	Iron..	Iron..	T...	ASt....	.....	.....	Heli...	.....	CI....	.....	.....	.....	4
Lathrop.....Std 21 Hp	3-5⅝x6½	27.5-700	412.13	.....	4	Det...	1	Sep...	Iron..	Iron..	T...	ASt....	.....	.....	Heli...	.....	CI....	.....	.....	.....	4
Lathrop.....Std. 28 Hp.	4-5⅝x6½	32.5-575	549.51	.....	4	Det...	1	Sep...	Iron..	Iron..	T...	ASt....	.....	.....	Heli...	.....	CI....	.....	.....	.....	4
Lathrop Mystic.....125	6-4¾x5½	115-1625	584.7	.....	4	Det...	6	Sep...	Iron..	Iron..	L...	.....	.....	.....	Heli...	.....	CI....	.....	.....	.....	....
Lathrop.....Std. 30 Hp.	3-5½x6½	32.5-725	463.28	.....	4	Det...	1	Sep...	Iron..	Iron..	T...	ASt....	.....	.....	Heli...	.....	CI....	.....	.....	.....	4
Lathrop.....Std. 40 Hp.	4-5½x6½	45-710	617.70	.....	4	Det...	1	Sep...	Iron..	Iron..	T...	ASt....	.....	.....	Heli...	.....	CI....	.....	.....	.....	4
Lathrop.....Std. 65 Hp	6-5½x6½	70-750	926.56	.....	4	Det...	1	Sep...	Iron..	Iron..	T...	ASt....	.....	.....	Heli...	.....	CI....	.....	.....	.....	4
Lathrop.....Std. 100 Hp.	6-5½x6½	100-975	926.56	.....	4	Det...	1	Sep...	Iron..	Iron..	T...	ASt....	.....	.....	Heli...	.....	CI....	.....	.....	.....	4
Lathrop.....LH-4	4-3¼x4	38-2200	133.00	.....	4	Det...	4	Int...	Iron..	Iron..	L...	ASt....	.....	.....	Heli...	.....	CI....	.....	.....	.87x	3
Lathrop.....LH-6	6-3¾x4¼	62-2200	282.00	.....	4	Det...	6	Int...	Iron..	Iron..	L...	ASt....	.....	.....	Heli...	.....	CI....	.....	.....	1.00x	4
Lycoming.....UF	12-4¾x4¾	325-2500	1010.1	5.12	4	Det...	12	Int...	Iron..	Al....	I...	Sil-e..	2.00†	.437	Chain.	None..	Al....	5.69	60.0	1.19x4.15	5
Lycoming.....UE	8-3¾x4¾	165-3200	419.68	5.23	4	Det...	8	Int...	Iron..	Al....	L...	Sil-e..	1.75†	.343	Heli...	None..	Al....	4.25	32.0	1.00x3.19	4
Lycoming.....UC	8-3⅝x4½	126-3200	322.6	5.50	4	Det...	8	Sep...	Iron..	Al....	L...	Sil-e..	1.44†	.343	Heli...	None..	AS....	3.94	27.04	.87x2.90	4

ENGINES—Continued

CONNECTING RODS			CRANKSHAFT							OILING SYSTEM		WATER CIRCULATION		MISCELLANEOUS						
						Crank Pin	Main Bearings									Overall Dimensions (Ins.)				
							Diameter and Length (Ins.)													
Material	Center to Center Length (Ins.)	Weight (with Bushings and Cap) Ozs.	Material	Offset (Ins.)	Counterbalances Used	Diameter and Length (Ins.)	Number	Front	Rear	Pressure to	Pump Type	Type	Pump Type	Speed at which Maximum Torque is Developed (R.P.M.)	Weight (without Carburetor or Ignition) Lbs.	Adapted for Use of Kerosene	Width	Height	Length	MAKE AND MODEL
Car...	11.00	66.0	Car....	None...	No..	2.37x1.75	7	3.00x1.75	3.00x2.50	abede..	Gear..	Pump...	Gear..	1100	1315	No....	25⅝	31⅝	60⅝	Buda.....LM-468
Car...	11.00	66.0	Car....	None...	No..	2.37x1.75	7	3.00x1.75	3.00x2.50	abede..	Gear..	Pump...	Gear..	900	1320	No....	25⅝	31⅝	60⅝	Buda.....LM-525
ASt...	13.25	138.6	Car....	None...	No..	3.00x2.25	4	3.00x2.25	3.00x3.69	abede..	Gear..	Pump...	Gear..	1100	1660	No....	25½	35¾	70⅛	Buda.....GM-572
ASt...	13.25	138.6	Car....	None...	No..	3.00x2.25	4	3.00x2.25	3.00x3.69	abede..	Gear..	Pump...	Gear..	1100	1675	No....	25½	35¾	70⅛	Buda.....GM-638
Car...	9.50	42.0	Car....	None...	No..	2.12x1.62	5	3.00x1.50	3.00x2.12	abede..	Gear..	Pump...	Gear..	1200	760	.....	23¼	27⅜	51⅓	Buda.....HM-173-R
Car...	9.50	42.0	Car....	None...	No..	2.12x1.62	5	3.00x1.50	3.00x2.12	abede..	Gear..	Pump...	Gear..	1200	770	No....	23¼	27⅜	51⅓	Buda.....HM-199-R
Car...	9.50	42.0	Car....	None...	No..	2.12x1.62	5	3.00x1.50	3.00x2.12	abede..	Gear..	Pump...	Gear..	1200	770	No....	23¼	27⅜	51⅓	Buda.....HM-205-R
Car...	9.50	42.0	Car....	None...	No..	2.12x1.62	7	3.00x1.50	3.00x2.12	abede..	Gear..	Pump...	Gear..	1200	940	No....	22⅝	28⅛	59⅔	Buda.....HM-260-R
Car...	9.50	42.0	Car....	None...	No..	2.12x1.62	7	3.00x1.50	3.00x2.12	abede..	Gear..	Pump...	Gear..	1200	950	No....	22⅝	28⅛	59⅔	Buda.....HM-298-R
Car...	9.50	58.0	Car....	None...	No..	2.37x1.75	7	3.00x1.75	3.00x2.50	abede..	Gear..	Pump...	Gear..	1100	1380	No....	24⅝	29½	65⅝	Buda.....KM-369-R
Car...	9.50	58.0	Car....	None...	No..	2.37x1.75	7	3.00x1.75	3.00x2.50	abede..	Gear..	Pump...	Gear..	1200	1390	No....	24⅝	29½	65⅝	Buda.....KM-393-R
Car...	9.50	58.0	Car....	None...	No..	2.37x1.75	7	3.00x1.75	3.00x2.50	abede..	Gear..	Pump...	Gear..	1200	1430	No....	24⅝	29½	65⅝	Buda.....KM-428-R
Car...	11.00	66.0	Car....	None...	No..	2.37x1.75	7	3.00x1.75	3.00x2.50	abede..	Gear..	Pump...	Gear..	1100	1470	No....	25⅝	31⅝	68⅞	Buda.....LM-468-R
Car...	11.00	66.0	Car....	None...	No..	2.37x1.75	7	3.00x1.75	3.00x2.50	abede..	Gear..	Pump...	Gear..	900	1475	No....	25⅝	31⅝	68⅞	Buda.....LM-525-R
ASt...	13.25	138.6	Car....	None...	No..	3.00x2.25	4	3.00x2.25	3.00x3.69	abede..	Gear..	Pump...	Gear..	1100	1900	No....	25½	35¾	84⅛	Buda.....GM-638-R
ASt...	13.25	138.6	Car....	.....	No..	3.00x2.25	4	3.00x2.25	3.00x3.69	abede..	Gear..	Pump...	Gear..	1100	1870	.....	25½	35¾	84⅛	Buda.....GM-572-R
ASt...	10.25	34.0	Car....	None...	No..	1.87x2.17	3	2.25x2.87	2.18x3.00	.....	Pist..	Opt.....	Gear..	850	550	.....	25¾	32	51⅛	Buffalo.....BA
ASt...	21.00	352.0	Car....	None...	No..	3.75x4.50	7	4.25x7.00	4.25x7.00	abce...	Gear..	Opt.....	Gear..	550	9500	No....	48½	52	160½	Buffalo.....6-ATT
ASt...	21.00	352.0	Car....	None...	No..	3.75x4.50	7	4.25x7.00	4.25x7.00	abce...	Gear..	Opt.....	Gear..	550	9500	No....	48½	52	160½	Buffalo.....6-ATT
ASt...	14.00	136.0	ChrM..	None...	No..	3.00x2.37	5	3.75x4.50	3.75x4.12	abcf....	Gear..	Opt.....	Gear..	1200	2740	No....	31½	49½	76⅞	Buffalo.....4-RA
ASt...	14.00	136.0	ChrM..	None...	No..	3.00x2.37	7	3.75x4.50	3.75x4.12	abcf....	Gear..	Opt.....	Gear..	1200	3340	No....	31½	49½	93⅝	Buffalo.....6-RA
ASt...	14.00	136.0	ChrM..	None...	No..	3.00x2.37	9	3.75x4.50	3.75x4.12	abcf....	Gear..	Opt.....	Gear..	1200	3940	No....	31½	49½	110⅝	Buffalo.....8-RA
Car...	6.56	20.0	1045	None...	No..	1.748x1.12	3	2.00x1.56	2.00x1.62	abce...	Gear..	Pump...	Gear..	.....	450	No....	.....	.....	.....	Chris Craft.....B
Car...	11.25	85.0	ChN...	None...	Yes.	3.00x2.00	3	3.00x3.25	3.00x3.25	abce...	Gear..	Pump...	Gear..	.....	1640	.....	23½	41¼	63¾	Chris Craft.....A-120
ASt...	12.00	.....	ChN...	None...	No..	2.37x2.50	7	2.62x...	2.62x...	abce...	Gear..	Pump...	Gear..	.....	.....	No....	30	39⅞	84	Capitol.....LA-12
ASt...	10.94	.....	ChN...	.....	No..	3.00x2.50	7	3.25x...	3.25x...	abce...	Gear..	Pump...	Gear..	.....	1950	No....	33⅞	39¼	98⅝	Capitol.....T-12
ASt...	.....	.....	.....	.....	Yes.	.....	4	2.25x...	.....	abce...	Gear..	Pump...	Gear..	.....	.....	.....	.....	.....	.....	Chrysler.....Ace C
ASt...	.....	.....	.....	.....	Yes.	.....	4	2.25x...	.....	abce...	Gear..	Pump...	Gear..	.....	.....	.....	.....	.....	.....	Chrysler.....Ace CR
ASt...	.....	.....	.....	.....	Yes.	.....	4	2.25x...	.....	abce...	Gear..	Pump...	Gear..	.....	.....	.....	.....	.....	.....	Chrysler.....Crown A & C
ASt...	.....	.....	.....	.....	Yes.	.....	4	2.25x...	.....	abce...	Gear..	Pump...	Gear..	.....	.....	.....	.....	.....	.....	Chrysler.....Crown CR
ASt...	.....	.....	.....	.....	Yes.	.....	7	2.62x...	.....	abce...	Gear..	Pump...	Gear..	.....	.....	.....	.....	.....	.....	Chrysler.....Imperial CR
ASt...	.....	.....	.....	.....	Yes.	.....	7	2.62x...	.....	abce...	Gear..	Pump...	Gear..	.....	.....	.....	.....	.....	.....	Chrysler.....Imperial CR
ASt...	.....	.....	.....	.....	Yes.	.....	9	2.75x...	.....	abce...	Gear..	Pump...	Gear..	.....	.....	.....	.....	.....	.....	Chrysler.....Majestic C
ASt...	.....	.....	.....	.....	.....	.....	9	2.75x...	.....	abce...	Gear..	Pump...	Gear..	.....	.....	.....	.....	.....	.....	Chrysler.....Majestic CR
Car...	12.75	132	ChN...	3.00	Yes.	2.37x3.00	4	2.62x3.31	2.62x4.00	abcdef...	Gear..	Pump...	Gear..	1000	1750	No....	27	37⅜	85½	Elco.....F-6
Car...	12.75	132.0	ChN...	3.00	Yes.	2.37x3.00	3	2.62x3.31	2.62x4.00	abcdef...	Gear..	Pump...	Gear..	1050	1450	No....	27	37⅜	70⅝	Elco.....F-42
Car...	12.75	132.0	ChN...	3.00	Yes.	2.37x3.00	4	2.62x3.31	2.62x4.00	abcdef...	Gear..	Pump...	Gear..	1050	1900	No....	27	37⅜	37⅜	Elco.....F-62
ASt...	10.00	48.0	Car....	0.62	No..	2.00x2.00	3	2.00x2.62	2.00x3.62	abce...	Gear..	Pump...	Gear..	1200	360	Yes....	20	26¾	52	Erd.....S-4
CS...	10.00	.....	Car....	None...	Yes.	1.87x....	5	1.87x4.50	1.87x4.00	.....	.....	Pump...	Pist..	.....	825	No....	16	.....	.....	Evansville[1].....[1]
CS...	9.00	.....	Car....	None...	Yes.	1.50x....	5	1.87x4.50	1.87x4.00	.....	Pist..	Pump...	Pist..	.....	575	No....	16	.....	.....	Evansville[1].....[1]
.....	.....	.....	Car....	.....	No..	1.25x....	2	1.25x3.00	1.25x3.00	.....	.....	Pump...	.....	.....	150	No....	13	18⅛	18	Evansville.....Boy Scout
.....	.....	.....	.....	.....	.....	.....	...	.....	.....	.....	.....	.....	.....	.....	365	.....	.....	.....	.....	Fay & Bowen....LN-403
.....	.....	.....	.....	.....	.....	.....	...	.....	.....	.....	.....	.....	.....	.....	560	.....	.....	.....	.....	Fay & Bowen.....LC-41
.....	.....	.....	.....	.....	.....	.....	...	.....	.....	.....	.....	.....	.....	.....	195	.....	.....	.....	.....	Fay & Bowen.....Rocket
.....	.....	.....	.....	.....	.....	.....	...	.....	.....	.....	.....	.....	.....	.....	950	.....	.....	.....	.....	Fay & Bowen.....LN-43
.....	.....	.....	.....	.....	.....	.....	...	.....	.....	.....	.....	.....	.....	.....	845	.....	.....	.....	.....	Fay & Bowen.....LC-61
.....	.....	.....	.....	.....	.....	.....	...	.....	.....	.....	.....	.....	.....	.....	950	.....	.....	.....	.....	Fay & Bowen.....LNS-43
.....	.....	.....	.....	.....	.....	.....	...	.....	.....	.....	.....	.....	.....	.....	690	.....	.....	.....	.....	Fay & Bowen...Challenger
.....	.....	.....	.....	.....	.....	.....	...	.....	.....	.....	.....	.....	.....	.....	1075	.....	.....	.....	.....	Fay & Bowen.....B
.....	.....	.....	.....	.....	.....	.....	...	.....	.....	.....	.....	.....	.....	.....	1160	.....	.....	.....	.....	Fay & Bowen...Conquerer
ASt...	11.00	103.0	ChN...	None...	No..	2.25x2.00	3	2.75x2.31	2.75x2.31	abcef...	Gear..	Pump...	Gear..	1150	1800	Yes....	24⅝	39⅛	76⅞	Hall-Scott.....178
ASt...	11.00	103.0	ChN...	None...	No..	2.25x2.00	3	2.75x2.31	2.75x2.31	abcef...	Gear..	Pump...	Gear..	1150	1430	Yes....	24⅝	39⅞	62⅝	Hall-Scott.....179
ASt...	11.00	104.0	ChN...	None...	No..	2.25x2.00	4	2.75x2.63	2.75x3.63	abcef...	Gear..	Pump...	Gear..	900	2050	No....	26½	42	99½	Hall-Scott.....116, 117
ASt...	11.00	97.0	ChN...	None...	Yes.	2.38x2.00	7	2.75x2.44	2.75x4.56	abcf....	Gear..	Pump...	Gear..	1400	2750	No....	31½	43½	93½	Hall-Scott.....157, 158
ASt...	11.00	114.0	ChN...	None...	Yes.	2.50x2.13	7	2.75x1.94	2.75x1.94	abcf....	Gear..	Pump...	Gear..	1200	1890	.....	25	39⅝	74⅜	Hall-Scott.....168, 169
ASt...	11.00	101.0	ChM...	None...	Yes.	2.38x2.00	4	2.75x2.19	2.75x3.19	abcef...	Gear..	Pump...	Gear..	1400	.....	.....	29½	42⅝	90⅜	Hall-Scott.....163, 164
Car...	11.00	81.0	Car....	None...	No..	2.00x2.25	5	2.00x3.87	2.00x2.62	abce...	Gear..	Pump...	Gear..	1000	858	No....	23⅞	31⅝	55⅝	Kermath.....F
Car...	11.00	80.0	Car....	None...	No..	2.25x2.23	7	2.50x3.91	2.50x2.56	abede..	Gear..	Pump...	Gear..	800	1205	No....	26½	33½	67¾	Kermath.....G
Car...	11.00	80.0	Car....	.125	No..	2.25x2.23	7	2.50x3.91	2.50x2.62	abede..	Gear..	Pump...	Gear..	1000	1365	No....	28½	34½	67¾	Kermath.....L
Car...	9.50	39.0	Car....	None...	No..	2.12x1.50	7	2.62x2.87	2.62x2.25	abe....	Gear..	Pump...	Gear..	1600	1440	No....	22½	28½	52⅝	Kermath.....M
Car...	11.00	80.0	Car....	None...	No..	2.25x2.23	7	2.50x3.91	2.50x2.62	abede..	Gear..	Pump...	Gear..	1400	1430	No....	29⅞	38½	69⅝	Kermath.....R
Car...	11.00	184.0	Car....	None...	Yes.	2.75x2.25	7	3.00x3.84	3.00x2.25	abede..	Vane..	Pump...	Gear..	1200	2250	No....	42½	38	75⅝	Kermath.....V
Car...	11.00	80.0	Car....	None...	No..	2.25x2.23	7	2.50x3.91	2.50x2.56	abede..	Gear..	Pump...	Gear..	1200	1350	No....	29⅞	38½	69⅝	Kermath.....9
Car...	9.00	38.0	Car....	None...	No..	1.37x2.25	3	1.37x3.62	1.37x3.00	e.....	Piston	Pump...	Gear..	.....	567	No....	21	26⅜	51⅝	Kermath.....12
Car...	9.00	38.0	Car....	None...	No..	1.37x2.25	3	1.37x3.62	1.37x3.00	e.....	Piston	Pump...	Gear..	.....	567	No....	21	26⅜	51⅝	Kermath.....16
Car...	11.00	80.0	Car....	None...	No..	2.25x2.23	7	2.50x3.91	2.50x2.56	abede..	Gear..	Pump...	Gear..	.....	1630	No....	25½	32	67¾	Kermath.....DH
Car...	11.00	80.0	Car....	None...	No..	2.25x2.23	7	2.50x3.91	2.50x2.56	abede..	Gear..	Pump...	Gear..	.....	1800	No....	25½	32	67¾	Kermath.....DL
Car...	.....	.....	Car....	.....	.....	2.00x1.50	3	2.00x2.62	2.00x2.00	ab.....	Gear..	Pump...	Gear..	.....	715	No....	23⅞	26	44⅞	Kermath.....OOC
3140	9.00	38.0	Car....	None...	No..	1.37x2.25	3	1.37x3.62	1.37x3.00	e.....	Pist..	Pump...	Gear..	.....	635	No....	21	26⅜	51⅝	Kermath.....20
3140	6.56	20.0	Car....	None...	No..	1.75x1.12	3	2.00x1.58	2.00x1.62	ab.....	Gear..	Pump...	Gear..	1800	365	No....	23½	21⅝	34⅞	Kermath.....XL
3140	6.56	20.0	Car....	None...	No..	1.75x1.12	3	2.00x1.62	2.00x1.58	ab.....	Gear..	Pump...	Gear..	2200	315	No....	23½	21⅝	34⅞	Kermath.....XH
Car...	8.00	38.0	Car....	None...	No..	2.00x1.50	7	2.50x2.12	2.50x1.37	ab.....	Gear..	Pump...	Gear..	.....	800	No....	23⅞	26⅜	50⅞	Kermath.....JXAL
Car...	8.00	38.0	Car....	None...	No..	2.00x1.50	7	2.50x2.12	2.50x1.37	ab.....	Gear..	Pump...	Gear..	.....	830	No....	23⅞	26⅜	50⅞	Kermath.....JXCL
Car...	8.00	38.0	Car....	None...	No..	2.00x1.50	7	2.50x2.12	2.50x1.37	ab.....	Gear..	Pump...	Gear..	.....	675	No....	23⅞	26⅜	50⅞	Kermath.....JXAH
Car...	8.00	38.0	Car....	None...	No..	2.00x1.50	7	2.50x2.12	2.50x1.37	ab.....	Gear..	Pump...	Gear..	.....	700	No....	23⅞	26⅜	50⅞	Kermath.....JXCH
Car...	9.12	51.0	Car....	None...	No..	2.25x1.50	7	2.62x1.75	2.62x2.75	abce...	Gear..	Pump...	Gear..	.....	1100	No....	24¾	28⅜	54⅛	Kermath.....WX
Car...	8.00	37.5	Car....	None...	No..	2.00x1.50	3	2.00x2.62	2.00x2.00	ab.....	Gear..	Pump...	Gear..	.....	690	No....	23⅞	26	44⅞	Kermath.....OOB
.....	.....	.....	CS.....	.187	Yes.	2.00x1.94	3	2.00x1.81	2.00x2.25	abc....	Gear..	Pump...	Gear..	.....	730	No....	26½	31⅝	42	Kermath.....VFL
.....	.....	.....	CS.....	.187	Yes.	2.00x1.94	3	2.00x1.81	2.00x2.25	abc....	Gear..	Pump...	Gear..	.....	640	No....	26½	31⅝	42	Kermath.....VFH
Dur...	.....	.....	Spec...	.....	.....	.....	7	.....	.....	abce...	.....	Pump...	Gear..	.....	1700	.....	.....	.....	.....	Lathrop Mystic.....100
Car...	.....	.....	Spec...	.....	.....	.....	7	.....	.....	abce...	.....	Pump...	Gear..	.....	2435	.....	.....	.....	.....	Lathrop Mystic.....150
Car...	.....	.....	Spec...	.....	.....	.....	7	.....	.....	abce...	.....	Pump...	Gear..	.....	2460	.....	.....	.....	.....	Lathrop Mystic.....175
Car...	.....	.....	Car....	.....	.....	.....	3	.....	.....	a.....	.....	.....	Ping..	.....	975	.....	.....	.....	.....	Lathrop.....Std 12 Hp
Car...	.....	.....	Car....	.....	.....	.....	3	.....	.....	a.....	.....	.....	Ping..	.....	1000	.....	.....	.....	.....	Lathrop.....Std 16 Hp
Car...	.....	.....	Car....	.....	.....	.....	4	.....	.....	a.....	.....	.....	Ping..	.....	1400	.....	.....	.....	.....	Lathrop.....Std 21 Hp
Car...	.....	.....	Car....	.....	.....	.....	5	.....	.....	a.....	.....	.....	Ping..	.....	1700	.....	.....	.....	.....	Lathrop.....Std 28 Hp
Dur...	.....	.....	Car....	.....	.....	.....	7	.....	.....	abce...	Gear..	Pump...	Gear..	.....	1700	.....	.....	.....	.....	Lathrop Mystic.....125
Car...	.....	.....	Car....	.....	.....	.....	4	.....	.....	a.....	.....	.....	Ping..	.....	1450	.....	.....	.....	.....	Lathrop.....Std 30 Hp
Car...	.....	.....	Car....	.....	.....	.....	5	.....	.....	a.....	.....	.....	Ping..	.....	1750	.....	.....	.....	.....	Lathrop.....Std 40 Hp
Car...	.....	.....	Car....	.....	.....	.....	7	.....	.....	a.....	.....	.....	Gear..	.....	2500	.....	.....	.....	.....	Lathrop.....Std 65 Hp
Car...	.....	.....	Car....	.....	.....	.....	7	.....	.....	a.....	.....	.....	Gear..	.....	2500	.....	.....	.....	.....	Lathrop.....Std 100 Hp
Car...	6.56	.....	Car....	.....	.....	1.75x1.12	3	2.00x1.56	2.00x1.62	ab.....	.....	.....	Gear..	.....	400	.....	20⅞	21	33½	Lathrop.....LH-4
Car...	8.00	.....	Car....	.....	.....	2.00x1.50	7	2.50x1.31	2.50x2.12	ab.....	Gear..	.....	Gear..	.....	830	.....	21½	26	51	Lathrop.....LH-6
Car...	9.00	75.5	Steel...	None...	Yes.	3.00x1.62	4	6.00x2.12	6.00x2.12	abcdef...	Gear..	Pump...	Gear..	1700	.....	No....	32⅜	37⅜	71⅛	Lycoming.....UF
Car...	9.00	45.6	Steel...	None...	No..	2.34x1.69	5	2.62x2.53	2.62x2.75	abce...	Gear..	Pump...	Gear..	2000	.....	No....	32⅜	35⅝	67⅜	Lycoming.....UE
Car...	9.00	43.0	Steel...	None...	No..	2.12x1.50	5	2.37x2.75	2.37x2.00	abce...	Gear..	Pump...	Gear..	2000	.....	No....	27¼	34⅞	64⅜	Lycoming.....UC

MAKE AND MODEL	Number of Cylinders, Bore and Stroke (Ins.)	Maximum Brake H.P. at Specified R.P.M.	Piston Displacement (Cu. Ins.)	Compression Ratio	Number of Point Suspension	CYLINDERS: Head	CYLINDERS: No. Cast in One Piece	CRANKCASE: Upper Half: Integral with Cylinders?	CRANKCASE: Upper Half: Material	CRANKCASE: Material (Lower Half)	VALVES: Arrangement	VALVES: Head Material	VALVES: Clear Diameter (Ins.)	VALVES: Lift (Ins.)	FRONT END DRIVE: Type	FRONT END DRIVE: Non-Metallic Gear Used On?	PISTONS: Material	PISTONS: Length (Ins.)	PISTONS: Weight (with Pins Rings & Bushings) Ozs.	PISTONS: Piston Pin Diameter and Length (Ins.)	Number of Rings per Piston
Lycoming UAC	4-3 1/2x3 7/8	35-2600	118.8	5.02	4	Det...	4	Int...	Iron..	Al....	L...	Sil-e..	1.37†	.312	Heli...	None..	AS....	3.50	21.4	.75x2.82	3
Lycoming UAB	4-3 1/2x3 7/8	46-3500	118.8	6.00	4	Det...	4	Int...	Iron..	Al....	L...	Sil-e..	1.37†	.312	Heli...	None..	AS....	3.50	21.4	.75x2.82	3
Lycoming UED	8-3 3/4x4 3/4	165-3200	419.60	5.23	4	Det...	8	Int...	Iron..	Al....	L...	Sil-e..	1.75†	.343	Heli...	None..	Al....	4.25	32.0	1.00x3.19	4
Lycoming UCD	8-3 3/8x4 1/2	126-3200	322.00	5.50	4	Det...	8	Sep...	Iron..	Al....	L...	Sil-e..	1.44†	.343	Heli...	None..	AS....	3.94	27.0	.87x2.90	4
Lycoming UAD	4-3 1/2x3 7/8	40-2800	118.80	5.50	4	Int...	Iron..	Al....	L...	Sil-e..	1.37†	.312	Heli...	None..	AS....	3.50	21.4	.75x2.82	3
Midshipman II L	4-3x3	21-2000	85.0	5.5	4	Det...	2	Sep...	Al....	Al....	T...	ChN..	1.19	.312	Spur..	Cam..	Al....	3.75	20.0	.734x2.56	4
Midshipman II H	4-3x3	33-3000	85.0	5.75	4	Det...	2	Sep...	Al....	Al....	T...	ChN..	1.19	.312	Spur..	Cam..	Al....	3.75	20.0	.734x2.56	4
M & T M-4	4-6 1/2x8	90-1000	1062.4	4.21	4	Det...	2	Sep...	Al....	Al....	I...	Sil....	.....	.500	Heli...	Al....	Al....	.....	.....	1.25x5.59	4
M & T M-6	6-6 1/2x8	175-1100	1593.6	4.21	4	Det...	2	Sep...	Al....	Al....	I...	Sil....	.....	.500	Heli...	Al....	Al....	.....	.....	1.25x5.59	4
M & T O-C-4	4-6 1/2x8	85-1000	1062.4	3.77	4	Det...	2	Sep...	Al....	Al....	I...	Sil....	.....	.500	Heli...	Al....	Al....	.....	.....	1.37x4.53	6
M & T O-C-6	6-6 1/2x8	140-1100	1593.6	3.77	4	Det...	2	Sep...	Al....	Al....	I...	Sil....	.....	.500	Heli...	Al....	Al....	.....	.....	1.37x4.53	6
M & T O-C-X-4	4-7 1/4x8	.....	.....	4.00	4	Int...	2	Sep...	Al....	Al....	I...	Sil....	.....	.....	Heli...	Al....	Al....	.....	.....	1.37x4.53	6
M & T O-C-X-6	6-7 1/4x8	175-900	1980.0	4.00	4	Int...	2	Sep...	Al....	Al....	I...	Sil....	.....	.593	Heli...	Al....	Al....	.....	.....	1.37x4.53	6
M & T K-6	6-6 1/4x7 3/4	325-1650	1426.0	5.20	4	Int...	3	Sep...	Al....	Al....	I...	Sil....	.....	.375	Heli...	.....	Al....	.....	.....	1.37x5.87	4
Niagara Special	4-2 3/4x4	.....	95.00	.....	....	Det...	4	Int...	Iron..	Iron..	.....	.....	.....	.....	Heli...	Cam°	CI....	3.00	.....	.62x2.50	3
Niagara 8-L	8-3 5/8x4 1/2	134-3200	371.5	5.52	....	Det...	8	Int...	Al....	Al....	L...	Sil....	1.87	.359	Chain.	.....	Al....	4.00	.....	1.12x3.00	4
Niagara 8-4x4 1/2	8-4x4 1/2	150-3200	452.5	5.40	4	Det...	8	Int...	Al....	Al....	L...	Sil....	1.87	.344	Chain.	.....	Al....	4.00	.....	1.12x3.87	4
Regal Y	1-3 1/4x3 1/2	.....	29.0	.....	....	Int...	1	Sep...	Iron..	.....	L...	CI....	.....	.....	.....	.....	CI....	.....	.....	.....	4
[1]Regal OA, NB	2-4x4 1/2	8-800	112.0	.....	....	Int...	1	Sep...	Iron..	.....	L...	CI....	.....	.....	Spur..	.....	CI....	.....	.....	.....	.....
Regal HA	1-4 3/4x5 1/2	6-800	97.0	.....	....	Int...	1	Sep...	Iron..	Iron..	L...	CI....	.....	.....	.....	.....	CI....	.....	.....	.....	.....
Regal EA	1-5 1/4x6 1/2	7-700	141.0	.....	....	Int...	1	Sep...	Iron..	Iron..	L...	CI....	.....	.....	.....	.....	CI....	.....	.....	.....	.....
[2]Regal GB, GC, GF	6-4 3/4x6	75-1000	638.0	.....	....	Det...	2	Sep...	Iron..	Al....	L...	CI....	.....	.....	Heli...	.....	CI....	.....	.....	.....	.....
[2]Regal KB, KC, KF	6-5 1/2x7	110-1100	997.0	.....	....	Det...	2	Sep...	Iron..	Al....	L...	CI....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Regal LB, LD, LC	4-6 1/2x8	40-400	1026.0	.....	....	Det...	1	Sep...	Iron..	Iron..	L...	CI....	.....	.....	.....	.....	CI....	.....	.....	.....	.....
Regal MTF	6-3 1/4x5	35-1000	230.0	.....	....	Det...	6	Int...	Iron..	Al....	L...	CI....	.....	.....	Heli...	.....	.....	.....	.....	.....	.....
Scripps 41, 43, 51, 53	8-3 1/8x3 3/4	85-3800	221.0	6.3	4	Det...	8	Int...	SS....	PS....	L...	Sil....	1.50	.....	Heli...	Cam..	Al....	.....	.....	.75x.....	3
Scripps 45, 47, 55, 57	8-3 1/8x3 3/4	85-3800	221.0	6.3	4	Det...	8	Int...	SS....	Iron..	L...	Sil....	1.50	.....	Heli...	Cam..	Al....	.....	.....	.75x.....	3
Scripps F-4	4-3 3/4x5	40-1600	220.8	5.00	4	Det...	4	Int...	SS....	Al....	L...	Sil-e..	1.81	.375	Heli...	.....	Al....	4.25	.....	1.12x3.22	4
Scripps F-6	6-3 3/4x5	80-2000	331.2	5.00	8	Det...	6	Int...	SS....	Al....	L...	Sil-e..	1.81	.375	Heli...	.....	Al....	4.25	.....	1.12x3.22	4
Scripps 152, 153	6-4 1/4x5 1/4	169-3000	447.0	6.20	4	Det...	2	Sep...	Al....	Al....	L...	Sil-e..	2.12	.406†	Heli...	None..	Al....	5.12	46.0	1.25x3.69	4
Scripps 154, 155	6-4 1/4x5 1/4	118-2000	447.0	5.30	4	Det...	2	Sep...	Al....	Iron..	L...	Sil....	2.12	.406†	Heli...	None..	Al....	5.12	46.0	1.25x3.69	4
Scripps 160, 161, 164, 165	6-4 1/2x5 3/4	125-1800	.....	5.50	8	Det...	2	Sep...	Al....	Al....	L...	Sil-e..	2.25	.440†	.....	.....	Al....	5.37	48.0	1.37x4.00	4
Scripps 162, 163	6-4 1/2x5 3/4	160-2200	548.4	5.20	8	Det...	2	Sep...	Al....	Al....	L...	Sil-e..	2.12	.440†	Heli...	.....	Al....	5.37	41.0	1.37x3.75	4
Scripps 170, 171, 174, 175	6-4 3/4x5 3/4	140-1800	611.4	4.80	8	Det...	2	Sep...	Al....	Al....	L...	Sil-e..	2.12	.440†	Heli...	.....	Al....	5.37	44.0	1.37x4.00	4
Scripps 172, 173	6-4 3/4x5 3/4	185-2800	611.4	5.20	8	Det...	2	Sep...	Al....	Al....	L...	Sil-e..	2.12	.440†	Heli...	.....	Al....	5.37	52.0	1.37x4.00	4
Scripps 200, 201, 204, 205	6-5x5 3/4	155-1800	678.0	4.70	8	Det...	2	Sep...	Al....	Al....	L...	Sil-e..	2.19†	.440†	Heli...	.....	Al....	5.37	52.0	1.37x4.00	4
Scripps 202, 203	6-5x5 3/4	212-2300	678.0	5.50	8	Det...	2	Sep...	Al....	Al....	L...	Sil-e..	2.19†	.440†	Heli...	.....	Al....	5.37	52.0	1.37x4.00	4
Scripps 156, 157	6-4 1/4x5 1/4	155-3000	447.0	6.20	4	Det...	2	Sep...	Al....	Al....	L...	Sil....	2.12	.406	Heli...	None..	Al....	5.12	46.0	1.25x3.69	4
Scripps 302, 303	12-4 1/4x5 1/4	330-2800	893.0	6.20	4	Det...	2	Sep...	Al....	Al....	L...	Sil....	2.12	.406	Heli...	Cam..	Al....	5.12	46.0	1.25x3.69	4
Scripps 304, 305	12-4 1/4x5 1/4	250-2400	893.0	5.30	4	Det...	2	Sep...	Al....	Al....	L...	Sil....	2.12	.406	Heli...	Cam..	Al....	5.12	46.0	1.25x3.69	4
Scripps 306, 307	12-4 1/4x5 1/4	300-2800	893.0	6.20	4	Det...	2	Sep...	Al....	Al....	L...	Sil....	2.12	.406	Heli...	Cam..	Al....	5.12	46.0	1.25x3.69	4
Speedway MC	6-5 3/4x7	250-2000	1092.0	5.00	....	Det...	2	Sep...	Al....	Al....	L...	Spec..	2.50	.562	Heli...	None..	Al....	6.12	.....	1.37x5.37	6
Speedway MP	6-5 3/4x7	200-1400	1092.0	4.30	....	Det...	2	Sep...	Al....	Al....	L...	Spec..	2.50	.562	Heli...	None..	CI....	6.25	.....	1.37x5.37	4
Speedway P	6-6 3/4x8 1/2	120-650	1825.0	3.80	....	Det...	2	Sep...	CI....	CI....	L...	Spec..	2.62	.468	Heli...	None..	CI....	8.25	.....	1.62x6.37	4
Speedway R	6-7x8 1/2	310-1300	1963.0	4.20	....	Det...	1	Sep...	Al....	Al....	I...	Spec..	2.25	.500	Heli...	None..	CI....	7.00	.....	1.87x5.50	4
Speedway S	6-4 1/4x6	120-2000	511.0	5.00	....	Det...	2	Sep...	Al....	Al....	L...	Spec..	1.87	.406	Heli...	None..	Al....	5.00	.....	1.19x4.00	6
Sterling Neptune D-2-12	2-5 1/2x7	15-500	322.6	.....	4	Int...	2	Sep...	SS....	Iron..	L...	CI....	2.12	.375	Heli...	None..	CI....	6.00	.....	1.25x5.12	5
Sterling Chevron 6 F	6-5 1/2x6 3/4	150-1500	762.4	3.89	4	Det...	2	Sep...	Iron..	Iron..	T...	Sil°..	2.25	.375	Heli...	None..	CI....	6.00	.....	1.31x5.12	5
Sterling Dolphin 6 GR-6	6-5 3/4x6 3/4	220-1500	1051.6	4.08	4	Det...	2	Sep...	Iron..	Iron..	L...	Sil°..	1.87	.375	Heli...	None..	Al....	6.06	.....	1.31x5.12	3
Sterling Petrel L-6	6-5 1/4x6	225-2200	779.3	5.54	....	Det...	6	Sep...	SS....	Al....	L...	Sil°..	2.25	.465•	Heli...	None..	Al....	5.50	.....	1.44x4.37	4
Sterling Viking II T-6	6-8x9	425-1200	2714.0	4.18	4	Det...	6	.....	Iron..	Iron..	I...	Sil°..	2.59	.556	.....	None..	Al....	8.25	.....	2.00x7.00	3
Sterling Viking II T-8	8-8x9	565-1200	3619.0	4.18	4	Det...	6	Sep...	Iron..	Iron..	I...	Sil....	2.59	.556	Heli...	None..	Al....	8.25	.....	2.00x7.00	3
[3]Thorobred AA	4-3 3/4x4 3/4	24-1400	210.0	4.00	4	Det...	2	Sep...	Iron°..	Iron°..	L...	CI....	1.44	.300	Heli...	None..	CI....	4.12	64.4	1.44x3.25	3
[3]Thorobred B	4-4 1/2x5	44-1800	318.0	4.00	4	Det...	4	Sep...	Iron°..	Iron°..	L...	ChN°.	1.94	.300	Heli...	None..	CI....	4.75	88.7	1.11x3.94	4
[3]Thorobred BB-4	4-4 1/2x6	56-1600	382.0	4.00	4	Det...	4	Sep...	Iron°..	Iron°..	L...	ChN°.	2.12	.300	Heli...	None..	Al°...	5.25	82.2	1.25x3.87	4
[3]Thorobred BB-6	6-4 1/2x6	80-1725	572.5	4.00	4	Det...	6	Sep...	Iron°..	Iron°..	L...	ChN°.	2.12	.300	Heli...	None..	CI....	5.25	82.2	1.25x3.87	4
[3]Thorobred BBS-6	6-5x6	101-1500	707.0	4.00	4	Det...	6	Sep...	Iron°..	Iron°..	L...	ChN°.	2.12	.300	Heli...	None..	CI....	5.25	106.0	1.25x4.31	4
[3]Thorobred BC-4	4-5x7	56-1200	550.0	4.00	4	Det...	2	Sep...	Iron..	Iron..	L...	ChN°.	2.37	.375	Heli...	None..	CI....	6.00	126.0	1.44x4.69	4
[3]Thorobred BC-6	6-5x7	90-1100	825.0	4.00	4	Det...	2	Sep...	Iron..	Iron..	L...	ChN°.	2.37	.375	Heli...	None..	CI....	6.00	126.0	1.44x4.69	4
[3]Thorobred BCS-4	4-5 1/4x7	71-1100	727.0	4.00	4	Det...	2	Sep...	Iron..	Iron..	L...	ChN°.	2.37	.375	Heli...	None..	CI....	6.00	150.0	1.44x5.25	4
[3]Thorobred BCS-6	6-5 1/4x7	112-1100	1091.0	4.00	4	Det...	2	Sep...	Iron..	Iron..	L...	ChN°.	2.37	.375	Heli...	None..	CI....	6.00	150.0	1.44x5.25	4
[3]Thorobred DS	4-2 3/4x4	15-1800	95.0	4.67	4	Det...	4	Int...	Iron..	Iron..	L...	ChN°.	1.31†	.250	Heli...	None..	CI....	3.00	19.0	.62x2.41	3
[3]Thorobred F	4-4 1/4x5	36-1400	259.0	4.00	4	Det...	4	Sep...	Iron°..	Iron°..	L...	CI....	1.75	.300	Heli...	None..	CI....	4.75	68.7	1.44x3.56	4
[3]Thorobred K	1-3 3/4x4 3/4	5-1000	52.5	4.00	4	Det...	1	Sep...	Iron..	Iron..	L...	CI....	1.44	.300	Heli...	None..	CI....	4.12	64.4	1.11x3.25	3
[3]Thorobred KK	2-3 3/4x4 3/4	9-1100	105.0	4.00	4	Det...	2	Sep...	Iron..	Iron..	L...	CI....	1.44	.300	Heli...	None..	CI....	4.12	64.4	1.11x3.25	3
[3]Thorobred Z-6 Courier	6-3 5/8x4 1/2	46-2400	221.0	4.85	4	Det...	6	Int...	Iron..	Iron°..	L...	ChN°.	1.31†	.281	Heli...	None..	CI....	3.87	39.0	.87x2.87	3
[3]Thorobred Ar. Jr. XJ-6	6-3 5/8x4 3/4	54-2400	255.0	5.10	4	Det...	6	Int...	Iron..	Iron°..	L...	ChN°.	1.37†	.312	Heli...	None..	Al....	3.94	27.0	1.00x3.09	4
[3]Thorobred XS-6	6-4 1/8x4 3/4	68-1800	381.0	4.80	4	Det...	6	Int...	Iron..	Iron°..	L...	ChN°.	1.62†	.312	Heli...	None..	CI....	4.37	71.0	1.00x3.87	3
[3]Thorobred BC Super 4	4-6x7	78-1100	791.7	4.00	4	Det...	2	Sep...	Iron..	Iron..	L...	ChN..	1.37	.370	Heli...	None..	CI....	6.00	190.0	1.44x5.50	4
[3]Thorobred BC Super 6	6-6x7	124-1100	1187.5	4.00	4	Det...	2	Sep...	Iron..	Iron..	L...	ChN..	2.37	.370	Heli...	None..	CI....	6.00	190.0	1.44x5.50	4
[3]Thorobred Arrowhead XH	4-3 5/8x4 1/2	42-2250	186.0	4.50	4	Det...	4	Int...	Iron..	Iron..	L...	ChN°.	1.37	.312	Heli...	None..	CI....	3.94	45.0	1.11x3.06	4
Universal SLG	4-3 1/4x4 1/2	40-3000	149.3	5.7	4	Det...	4	Sep...	Iron..	Iron..	L...	Sil....	1.37	.343	Chain.	None..	Al....	3.50	.....	.875x2.75	4
Universal ECO	4-2 3/4x4	25-2500	95.0	.....	4	Det...	4	Int...	Iron..	Iron..	L...	CI....	1.25	.234	Spur..	Cam..	CI....	3.25	.....	.625x2.44	3
Universal BN	4-2 3/4x4	25-2500	95.0	.....	4	Det...	4	Int...	Iron..	Iron..	L...	CI....	1.25	.234	Spur..	Cam..	CI....	3.25	.....	.625x2.44	3
Universal WM	1-4 3/8x4 1/2	8-1200	67.5	4.6	4	Det...	4	Int...	Iron..	Iron..	L...	ChN..	1.62	.250	Spur..	.....	CI....	4.65	.....	1.00x3.75	3
Universal CSH	6-3 1/2x4 1/2	88-3000	260.0	5.7	4	Det...	6	Sep...	Iron..	Al....	L...	Sil....	1.50	.328	Chain.	None..	Al....	3.97	.....	.875x3.00	4
Universal CE	8-3 1/2x4 1/2	95-2500	347.0	5.7	4	Det...	8	Sep...	Iron..	Iron..	L...	Sil....	1.50	.328	Chain.	None..	CI....	3.87	.....	.875x3.00	4
Universal CS	6-3 1/2x4 1/2	65-2500	260.0	5.7	4	Det...	6	Sep...	Iron..	Iron..	L...	Sil....	1.50	.328	Chain.	None..	CI....	3.87	.....	.875x3.00	4
Universal AFT	2-3x3 1/2	10-2000	49.5	5.75	4	Det...	2	Int...	Iron..	Iron..	L...	ChN..	1.50	.250	Heli...	Idler..	Al....	3.25	.....	.749x2.56	4
Universal AF	4-3x3 1/2	30-2800	99.0	5.75	4	Det...	4	Int...	Iron..	Iron..	L...	ChN..	1.50	.250	Heli...	Idler..	CI....	3.25	.....	.749x2.56	3
Universal AD	4-3x3 1/2	50-4000	99.0	6.5	4	Det...	4	Int...	Iron..	Al....	L...	Sil....	1.50	.312	Heli...	Idler..	Al....	3.25	.....	.749x2.56	4
Universal ADS	6-3x3 1/2	70-4000	148.5	6.5	4	Det...	6	Int...	Iron..	Al....	L...	Sil....	1.50	.312	Heli...	Idler..	Al....	3.25	.....	.749x2.56	4
Universal AFS	6-3x3 1/2	45-2800	148.5	5.75	4	Det...	6	Int...	Iron..	Iron..	L...	ChN..	1.50	.250	Heli...	Idler..	CI....	3.25	.....	.749x2.56	3
Wright TM-6	12-5 3/4x6 1/4	500-1900	1947.0	4.8	18	Int...	3	Sep...	Al....	Al....	I...	Sil....	1.87	.500	Bev...	None..	Al....	4.50	79.0	1.50x5.25	5
Wright TM-6	12-5 3/4x6 1/4	575-2000	1947.0	5.3	18	Int...	3	Sep...	Al....	Al....	I...	Sil....	1.87	.500	Bev...	None..	Al....	4.50	79.0	1.50x5.25	5
Wright TM-6	12-5 3/4x6 1/4	650-2000	1947.0	6.5	18	Int...	3	Sep...	Al....	Al....	I...	Sil....	1.87	.500	Bev...	None..	Al....	4.50	79.0	1.50x5.25	5

ABBREVIATIONS:

a—Main Bearings
Accx—Accessories Drive
Air C—Air Cooled
A-I—Accessories and Idler Drive
Al—Aluminum Alloy
Als—Aluminum Steel with Strut
AS—Composite Aluminum and Alloy Steel Strut
ASt—Alloy Steel
b—Connecting Rod Bearings
Bev—Bevel Gear
B—Buses
Ball—Ball Bearing
c—Camshaft Bearings
C—Cars
Cam—Camshaft
Car—Carbon Steel
Cent—Centrifugal
ChM—Chrome Molybdenum
ChN—Chrome Nickel Steel
Chr—Chromium Steel
ChNI—Chrome Nickel Iron
ChVa—Chrome Vanadium
C&H—Chain and Helical Gear
CI—Cast Iron
CNI—Cast Nickel Iron
Cran—Crankshaft
CS—Cast Steel
d—Wrist Pins
Det—Detachable
Dur—Duralumin
e—(Oiling System) Timing Gear Case
e—Exhaust
Ecc—Eccentric
f—Rocker Arm
Flo—Floating
HI—Horisontal in Head
Heli—Helical
I—Both Valves in Head
Ind—Industrial

ENGINES—Continued

CONNECTING RODS			CRANKSHAFT							OILING SYSTEM		WATER CIRCULATION		MISCELLANEOUS						MAKE AND MODEL
						Crank Pin	Main Bearings										Overall Dimensions (Ins.)			
								Diameter and Length (Ins.)												
Material	Center to Center Length (Ins.)	Weight (with Bushings and Cap) Ozs.	Material	Offset (Ins.)	Counterbalances Used?	Diameter and Length (Ins.)	Number	Front	Rear	Pressure to	Pump Type	Type	Pump Type	Speed at which Maximum Torque is Developed (R.P.M.)	Weight (without Carburetor or Ignition) Lbs	Adapted for Use of Kerosene?	Width	Height	Length	
Car	8.00	29.9	Steel	None	No	1.75x1.50	3	1.87x1.56	1.87x1.81	abc	Gear	Pump	Gear	1500		No	21 5/16	23 11/32	39	Lycoming UAC
Car	8.00	29.9	Steel	None	No	1.75x1.50	3	1.87x1.56	1.87x1.81	abc	Gear	Pump	Gear	2000		No	21 5/16	23 11/32	39	Lycoming UAB
Car	9.00	45.6	Steel	None	No	2.34x1.69	5	2.62x2.53	2.62x2.75	abce	Gear	Pump	Gear	2000		No	32 5/16	35⅝	72½	Lycoming UED
Car	9.00	43.0	Steel	None	No	2.12x1.50	5	2.37x2.75	2.37x2.00	abce	Gear	Pump	Gear	2000		No	27¼	34 7/16	67½	Lycoming UCD
Car	8.00	29.9	Steel	None	No	1.75x1.50	3	1.87x1.56	1.87x1.81	abc	Gear	Pump	Gear	2000		No	21 5/16	23 11/32	43 11/64	Lycoming UAD
ASt	6.0	20.0	ChN	None	No	1.25x.812	2	2.00x1.81	2.00x1.81	abce	Gear	Pump	Gear	2000	245	No	24¾	16	26⅛	Midshipman II L
ASt	6.0	20.0	ChN	None	No	1.25x.812	2	2.00x1.81	2.00x1.81	abce	Gear	Pump	Gear	3000	238	No	24¾	17¾	26⅛	Midshipman II H
ASt	17.31	184.0	ChNM		No	2.56x3.16	5	2.56x3.62	2.56x4.25	abcde	Gear	Pump	Cent.	650	2400	No	35	51¾	78⅞	M & T M-4
ASt	17.31	184.0	ChN			2.56x3.16	7	2.56x3.62	2.56x4.25	abcde	Gear	Pump	Cent.	600	3000	No	35	51¾	98⅞	M & T M-6
ASt	15.50	176.0	ChNM		No	2.56x3.16	5	2.56x3.62	2.56x4.25	abcde	Gear	Pump	Cent.	600	2900	Yes	35	54⅞	78⅞	M & T O-C-4
ASt	15.50	176.0	ChNM		No	2.56x3.16	7	2.56x3.62	2.56x4.25	abcde	Gear	Pump	Cent.	600	3725	Yes	35	54⅞	98⅞	M & T O-C-6
ASt	15.50	176.0	ChNM		No	2.56x3.16	5	2.56x3.62	2.56x4.25	abcde	Gear	Pump	Cent.				35	54⅞	78⅞	M & T O-C-X-4
ASt	15.50	176.0	ChNM		No	2.56x3.16	7	2.56x3.62	2.56x4.25	abcde	Gear	Pump	Cent.	900	3800		35	54⅞	98⅞	M & T O-C-X-6
ASt	15.50	176.0	ChN			2.56x3.16	7	2.56x1.56	2.56x4.25	abcde	Gear	Pump	Gear	1650	2350	No	29	52⅛	96¼	M & T K-6
ASt	7.50		Car		No	1.44x1.75	2	1.44x2.75	1.44x2.37	a	Pist.	Pump	Gear		321	No	16⅛	20	37¾	Niagara Special
Dur	9.00		ChN			2.25x1.62	5	2.75x2.75	2.75x2.75	abc	Gear		Gear		865	No	22⅞	25⅝	68½	Niagara 8-L
	8.00		Car	None	No	2.25x1.62	5	2.75x2.75	2.75x3.19	abc	Gear	Pump	Gear			No				Niagara
Car			Car	None	Yes		2				Pist.	Pump	Plng.		130					Regal Y
Car			Car		Yes							Pump	Plng.		540					[1]Regal OA, NB
Car			Car		Yes							Pump	Plng.		400					Regal HA
Car			Car		Yes							Pump	Plng.		610					Regal EA
Car			NicS		Yes					abde	Gear	Pump	Gear		1700					[2]Regal GB, GC, GF
Car			NicS		Yes					abde	Gear	Pump	Gear		2700					[2]Regal KB, KC, KF
Car			Car		Yes					abde	Gear	Pump	Plng.		2800					Regal LB, LD, LC
Car			Car							ae	Gear	Pump	Gear		800					Regal MTF
ASt			NicS		Yes	2.87x1.75	3			abc	Gear	Pump	Gear		650	No	23½	31¾	42¾	Scripps 41, 43, 51, 53
ASt			NicS		Yes	2.87x1.75	3			abc	Gear	Pump	Gear		700	No	23½	31¾	42¾	Scripps 45, 47, 55, 57
ASt	10.50		Car	None	No	2.19x1.87	3	2.25x2.81	2.25x2.81	abc	Gear	Pump	Gear	1200	660	No	17	20¾	47½	Scripps F-4
ASt	10.50		Car	None	No	2.19x1.87	4	2.25x2.81	2.25x2.81	abc	Gear	Pump	Gear	1800	900	No	15½	20½	58¾	Scripps F-6
ASt	10.87	70.0	Car	None	Yes	2.75x2.25	4	3.25x2.25	3.25x2.25	abc	Gear	Pump	Gear	2300	975	No	28⅛	32 5/16	56¾	Scripps 152, 153
ASt	10.87	70.0	Car	None	Yes	2.75x2.25	4	3.25x2.25	3.25x2.25	abc	Gear	Pump	Gear	1200	1050	No	25⅛	29⅞	56¾	Scripps 154, 155
ASt	11.25		NicS	None	Yes	2.87x2.00	4	3.00x3.25	3.00x3.62	abc	Gear	Pump	Gear		1295	No	23¾	27½	66	Scripps 160, 161, 164, 165
ASt	11.25	80.0	NicS	None	Yes	2.87x2.00	4	3.00x3.25	3.00x3.62	abc	Gear	Pump	Gear	1800	1195	No	23¾	26½	66	Scripps 162, 163
ASt	11.25	80.0	NicS	None	Yes	2.87x2.00	4	3.00x3.25	3.00x3.62	abc	Gear	Pump	Gear	1800	1295	No	23¾			Scripps 170, 171, 174, 175
ASt	11.25	80.0	NicS	None	Yes	2.87x2.00	4	3.00x3.25	3.00x3.62	abc	Gear	Pump	Gear	1800	1195	No	23¾	27½	66	Scripps 172, 173
ASt	11.25	80.0	NicS	None	Yes	2.87x2.00	4	3.00x3.25	3.00x3.62	abc	Gear	Pump	Gear	1800	1295	No	25¾		66	Scripps 200, 201, 204, 205
ASt	11.25		NicS	None	Yes	2.87x2.00	4	3.00x3.25	3.00x3.62	abc	Gear	Pump	Gear	1800	1195	No	23¾	27½	66	Scripps 202, 203
ASt	10.87	70.0	Car	None	Yes	2.75x2.25	4	3.25x2.25	3.25x2.25	abc	Gear	Pump	Gear	1800	975	No	25⅛	29⅞	56¾	Scripps 156, 157
ASt	10.87	141.0	Car	None	Yes	2.75x2.25	4	3.25x2.25	3.25x2.25	abc	Gear	Pump	Gear	1800	1510	No	35	33¾	58½	Scripps 302, 303
ASt	10.87	141.0	Car	None	Yes	2.72x2.25	4	3.25x2.25	3.25x2.25	abc	Gear	Pump	Gear	1200	1710	No	33¼	30 11/16	58½	Scripps 304, 305
ASt	10.87	141.0	Car	None	Yes	2.75x2.25	4	3.25x2.25	3.25x2.25	abc	Gear	Pump	Gear	1800	1710		33¼	30 11/16	58½	Scripps 306, 307
ASt	15.50		Spec	None	Yes	2.62x3.00	7	2.62x3.00	2.62x3.00	abde	Gear	Pump	Gear	1400	2100					Speedway MC
ASt	15.50		Spec	None	No	2.62x3.00	7	2.62x3.00	2.62x3.00	abde	Gear	Pump	Gear	1000	2025	No				Speedway MP
NicS	20.00		Spec		No	2.87x3.62	7	2.87x3.62	2.87x3.62	abde	Gear	Pump	Gear		4800					Speedway P
ASt	19.00		Spec	None	No	3.50x4.12	7	3.50x4.12	3.50x4.12	abde	Gear	Pump	Gear	800	4000					Speedway R
ASt	13.50		Spec	None	Yes	2.75x2.12	7	2.75x2.12	2.75x2.12	abde	Gear	Pump	Gear	1300	1300	No				Speedway S
Car	12.50		Car	None	No	2.25x2.75	3	2.25x5.00	2.25x5.00	abce		Pump	Plng.		1150	Yes	24	36½	53⅞	Sterling Neptune D-2-12
Car	14.00		ChN		Yes	2.50x3.50	4	2.50x5.22	2.50x5.06	abce	Gear	Pump	Gear	1500	2400	No	29 5/16	34⅜	87 5/16	Sterling Chevron 6 F
Car	14.00		ChN	None		2.50x3.50	4	2.50x4.81	2.50x4.81	abce	Gear	Pump	Gear	1500	2300	No	30½	45⅛	87½	Sterling Dolphin 6 GR-6
Car	12.50		ChN		Yes	2.50x2.50	7	3.00x3.00	3.00x3.00	abcde	Gear	Pump	Gear	2200	1900	No	32	34½	71¾	Sterling Petrel L-6
ASt	18.00		ChN		Yes	4.00x3.75	7	4.00x5.50	4.00x3.37	abcde	Gear	Pump	Gear		7500	No	40⅛	72¾	121⅜	Sterling Viking II T-6
ASt	18.00		ChN		Yes	4.00x3.87	9	4.00x5.50	4.00x3.37	abcde	Gear	Pump	Gear		9000	No	40⅛	72¾	142⅜	Sterling Viking II T-8
Car	8.50	43.0	Car	.375	No	1.50x2.12	3	1.50x3.00	1.50x3.00	abe	Vane	Pump	Gear		620	Yes	19½	22 11/16	46⅝	[3]Thorobred AA
Car	10.37	66.0	Car	None		2.00x2.25	3	2.00x4.19	2.00x3.50	abe	Gear	Pump	Gear		830	Yes	20¼	26 15/16	54⅜	[3]Thorobred B
Car	11.37	87.0	Car	None	No	2.56x2.25	5	2.56x4.25	2.56x4.25	abce	Gear	Pump	Gear		1175	Yes	22¾	27 1/16	62⅜	[3]Thorobred BB-4
Car	11.37	87.0	Car	None	No	2.56x2.25	7	2.56x4.25	2.56x4.25	abce	Gear	Pump	Gear		1475		23⅜	30 5/16	75⅝	[3]Thorobred BB-6
Car	11.37	87.0	Car	None	No	2.56x2.25	7	2.56x4.25	2.56x4.25	abce	Gear	Pump	Gear		1565		24⅛	30 5/16	75⅝	[3]Thorobred BBS-6
Car	13.25	168.0	Car	None	No	2.56x3.00	5	2.62x4.50	2.62x4.50	abcde	Gear	Pump	Gear		1720	Yes	25⅞	35½	77	[3]Thorobred BC-4
Car	13.25	168.0	Car	None		2.56x3.00	7	2.62x4.50	2.62x4.50	abcde	Gear	Pump	Gear		2330	Yes	27⅛	35½	94½	[3]Thorobred BC-6
Car	13.25	168.0	Car	None	No	2.56x3.00	5	2.62x4.50	2.62x4.50	abcde	Gear	Pump	Gear		1730	Yes	25⅞	35½	77	[3]Thorobred BCS-4
Car	13.25	168.0	Car	None	No	2.56x3.00	7	2.62x4.50	2.62x4.50	abcde	Gear	Pump	Gear		2360	Yes	27⅛	35½	94½	[3]Thorobred BCS-6
Car	8.00	27.0	Car	.250	No	1.75x1.50	2	1.75x2.81	1.75x2.87	abe	Vane	Pump	Gear		330	Yes	15⅞	21⅛	38⅝	[3]Thorobred DS
Car	10.37	66.0	Car	None	No	2.00x2.25	3	2.00x4.19	2.00x3.50	abe	Gear	Pump	Gear		830	Yes	20¼	26 15/16	54⅜	[3]Thorobred F
	8.50	43.0	Car	.375	Yes	1.50x2.12	2	1.50x3.00	1.50x3.00		Pist.	Pump	Plng.		210	Yes	19¼	22 7/16	21⅜	[3]Thorobred K
Car	8.50	43.0	Car	.375	No	1.50x2.12	2	1.50x3.00	1.50x3.00		Pist.	Pump	Plng.		415		19½	22 11/16	36¼	[3]Thorobred KK
Car	7.25	31.0	Car	None	No	2.00x1.25	4	2.37x2.00	2.37x1.56	abcde	Gear	Pump	Gear		730	Yes	18¼	23 5/16	49 9/16	[3]Thorobred Z-6 Courier
Car	8.75	48.0	Car	None	No	2.00x1.50	4	2.37x2.37	2.37x1.75	abcde	Gear	Pump	Gear		830	Yes	20⅝	25¼	51 11/16	[3]Thorobred Ar. Jr. XJ-6
Car	8.75	48.0	Car	None	No	2.25x1.50	7	2.62x2.75	2.62x1.62	abcde	Gear	Pump	Gear		1080	Yes	20	24⅞	57 11/16	[3]Thorobred XS-6
Car	13.25	168.0	Car	None	No	2.56x3.00	5	2.62x4.50	2.62x4.50	abcde	Gear	Pump	Gear		1740		25⅞	35½	77	[3]Thorobred BC Super 4
Car	13.25	168.0	Car	None	No	2.56x3.00	7	2.62x4.50	2.62x4.50	abcde	Gear	Pump	Gear		2380	Yes	27⅛	35½	94½	[3]Thorobred BC Super 6
Car	8.75	46.0	Car	.25	No	2.00x1.50	3	2.00x2.50	2.00x1.87	abcde	Gear	Pump	Gear		610	Yes	19⅛	26¼	41	[3]Thorobred Arrowhead XH
Car	8.50		Car	None	No	2.00x1.75	3	2.00x2.50	2.00x2.50	abce	Gear	Pump	Gear			Yes	17⅝	25¼	45⅝	Universal SLG
Car	7.50		Car	.046	No	1.50x1.75	2	1.50x2.75	1.50x2.75	abce	Gear	Pump	Gear		275		16⅜	22 1/16	28	Universal ECO
Car	7.50		Car	.046	No	1.50x1.75	2	1.50x2.75	1.50x2.75	abce	Gear	Pump	Gear		420	Yes	17 5/16	21¾	37½	Universal BN
Car	8.50		Car	None	Yes	2.00x2.06	2	2.00x2.00	2.00x2.00			Pump	Gear	680		Yes	15 5/16	21	17 9/16	Universal WM
Car	8.50		Car	None	No	2.00x1.87	7	2.00x2.56	2.00x2.56	abce	Gear	Pump	Gear	1900	845		21 11/16	26	53⅞	Universal CSH
Car	8.50		Car	None	No	2.00x1.87	9	2.00x2.56	2.00x2.56	abce	Gear	Pump	Gear	1800	950		22 5/16	26	64⅛	Universal CE
Car	8.50		Car	None	No	2.00x1.87	7	2.00x2.56	2.00x2.56	abce	Gear	Pump	Gear	1300	1171		21 15/16	26	53⅞	Universal CS
Car	7.25		Car	None	Yes	1.75x1.37	2	1.75x1.87	1.75x2.00	abce	Gear	Pump	Gear	1800	325	Yes	18 5/16	22 15/16	27 9/16	Universal AFT
	7.25		Car	None	Yes	1.75x1.37	3	1.75x2.50	1.75x2.50	abce	Gear	Pump	Gear	1800	455		19¼	22 11/16	36 1/16	Universal AF
Car	7.25		Car	None	Yes	1.75x1.37	3	1.75x2.50	1.75x2.50	abcde	Gear	Pump	Gear	3100	395		18⅝	22 11/16	36 1/16	Universal AD
Car	7.25		Car	None	Yes	1.75x1.37	4	1.75x1.87	1.75x2.00	abcde	Gear	Pump	Gear	2000	490					Universal ADS
Car	7.25		Car	None	Yes	1.75x1.37	4	1.75x1.87	1.75x2.00	abce	Gear	Pump	Gear	1800	560	Yes	19⅛	24	43⅞	Universal AFS
ASt	10.94		ChN	None	No	3.00x2.53	7	3.25x2.12	3.25x3.69	abce	Gear	Pump	Gear	1800	1950	No	41⅛	44¾	89	Wright TM-6
ASt	10.94		ChN	None	No	3.00x2.53	7	3.25x2.12	3.25x3.69	abce	Gear	Pump	Gear	1800	1950	No	41⅛	44¾	89	Wright TM-6
ASt	10.94		ChN	None	No	3.00x2.53	7	3.25x2.12	3.25x3.69	abce	Gear	Pump	Gear	1800	1950	No	41⅛	44¾	89	Wright TM-6

Int—Integral
Io—Valve in Head; Overhead Camshaft
L—Valves at Side ("L" Head)
M-L—Mechanical Lubrication
Mag—Magnesium
Mar—Marine
Nich—Nichrome
NicI—Nickel Iron

NicS—Nickel Steel
NP—No Provision
Opt—Optional
Plng—Plunger
PS—Pressed Steel
Pist—Piston
R—Rail Cars
Ro—Rotary Valve

Sep—Separate
Sil—Silichrome Steel
Sl—Sleeve
Spec—Special
SpB—Spiral Bevel
SpP—Splash with Pressure
SS—Semi-Steel
Stk—Standard Equipment
Suct—Suction

T—Trucks
ThS—Thermo-siphon
Tr—Tractors
Tun—Tungsten
Van Bl'k—Van Blerck
Var—Various
*—Optional
°—Others also

†—Inlet Valve Only
‡—Additional Models and Specifications Available Upon Request
[1]—These Engines also Built with 1 and 2 Cylinders
[2]—These Engines also Built with 2 and 4 Cylinders
[3]—Red Wing Motor Co.

AMERICAN STOCK

MAKE AND MODEL	Designed for	Maximum Load on Spring Pads (Lbs.)	Maximum Drive Shaft Torque (Lb. Ft.)	Type	Final Drive	GEAR MATERIALS (S.A.E. Nos.) First Reduction Pinion	First Reduction Gear	Final Reduction Pinion	Final Reduction Gear	GEAR RATIO First Reduction Standard	First Reduction Optional	First Reduction Optional	Final Reduction Standard	Final Reduction Optional	NOMINAL PITCH OF GEARS First Reduction	Final Reduction	FACE OF GEARS First Reduction	Final Reduction	AXLE SHAFT Diameter at Differential End (Ins.)	Diameter at Wheel End (Ins.)	Material S.A.E. No.	RANGE OF SPRING CENTERS Maximum	Minimum	Propulsion Taken by	Torque Taken by	Provision for Radius Rods
Clark.....B364	Trucks..	††	††	½F	SB	2315	2315			5.66	5.10	6.37			4.25		1.25		1.63	1.97	3140	40	38½	Sp..	Sp..	No..
Clark.....B373	Trucks..	††	††	FF	SB	2315	4620			5.66	6.37	5.10			4.25		1.44		1.62	1.56	3140	43¾	38	Sp..	Sp..	No..
Clark.....B374	Trucks..	††	††	FF	SB	2315	4620			5.66	6.37	5.10			4.25		1.44		1.62	1.56	3140	41	38	Sp..	Sp..	No..
Clark.....B611	Trucks..	††	††	FF	SB	2512	4620			5.66	6.37	6.87			3.80		1.69		1.75	1.69	3140	41	37½	Sp..	Sp..	No..
Clark.....B805	Trucks..	††	††	FF	SB	2512	2315			5.75	6.43	7.17			2.80		2.12		2.06	1.94	3140	41	37½	Sp..	Sp..	No..
Clark.....B613	Trucks..	††	††	FF	SB	2512	4620			5.66	6.37	6.87			3.80		1.69		1.75	1.69	3140	41	37½	Sp..	Sp..	No..
Clark.....B642	Trucks..	††	††	FF	SB	2512	2315			6.43	7.17				2.82		2.12		1.95	1.75	3140	41	37½	Sp..	Sp..	No..
Clark.....B800	Trucks..	††	††	FF	SB	2512	2315			5.60	6.37	7.12			3.34		1.75		2.06	1.94	3140	41	37½	Sp..	Sp..	No..
Clark.....B8000	Trucks..			FF	SB	2315	4620			5.62	6.28				4.08		1*69		1.62	1.50	3140	43	39	Sp..	Sp..	No..
Clark.....B473	Trucks..			FF	SB	2315	4620			5.66	6.37	6.87			3.80		1.69		1.75	1.56	3140	43¾	39½	Sp..	Sp..	No..
Columbia.....10000A	Cars....			½F	SB	2320	2320			4.70	4.40				4.70		1.12		1.19	1.37	4140	Var..	Var..	Sp..	Sp..	No..
Columbia.....17000A	Cars....			½F	SB	2320	2320			4.50	4.70				4.70		1.25		1.31	1.50	4140	Var..	Var..	Sp..	Sp..	No..
Columbia.....38000A	Cars....			¾F	Hyp	2320	2320				4.90				5.00		1.50		1.43	1.50	4140	Var..	Var..	Sp..	Sp..	No..
**Columbia.....800A	Cars....			½F	SB	4615	4615			4.30	3.23	4.70	3.53		4.20		1.38		1.31	1.50	4145	Var.		Sp..	Sp..	No..
Eaton.....966	Trucks..			FF	SB	2512	2315			6.16	5.28				3.25		1.50		1.62	1.50	4145	38	Var..	Sp..	Sp..	No..
Eaton.....972	Trucks..			FF	SB	2512	2315			6.16	5.28	6.60			3.18		1.62		1.62	1.50	4145	38	Var..	Sp..	Sp..	No..
Eaton.....1640	Trucks..			FF	SB	2512	2315			5.62	6.50	7.40			3.40		1.75		1.81	1.62	4145	40	Var..	Sp..	Sp..	No..
Eaton.....1620	Trucks..			FF	SB	2512	2315			5.62	6.50	7.40			3.39		1.75		1.81	1.62	4145	40	Var..	Sp..	Sp..	No..
Eaton.....1718	Trucks..			FF	SB	2512	2315			6.57	7.14				3.29		1.75		1.97	1.75	4145	40	Var..	Sp..	Sp..	No..
Eaton.....1722	Trucks..			FF	SB	2512	2315			6.50	6.14	7.20			2.79		1.75		1.97	1.75	4145	40	Var..	Sp..	Sp..	No..
Eaton.....T45	Trucks..			FF	DR	2512	2315	2512	2315	2.18	2.56	1.92	8.05	9.43	3.00	4.00	1.62	3.31	1.97	1.75	4145	40	Var..	Sp..	Sp..	No..
Eaton.....2522	Trucks..			FF	SB	2512	2315			6.43	7.16	5.62			3.00		1.87		1.97	1.75	4145	40	Var..	Sp..	Sp..	No..
Eaton.....2622	Trucks..			FF	DR	2512	2315	2512	2315	2.30			8.50	9.43	2.76	4.00	1.75	3.31	2.12	1.84		40	Var..	Sp..	Sp..	No..
Eaton.....58	Trucks..			FF	DR	2512	2512	2512	2315	2.23	2.64		8.40	9.94	3.13	4–5	1.75	3.25	2.12	1.84		41¾	Var..	Sp..	Sp..	No..
Eaton.....80	Trucks..			FF	DR	2512	2512	2512	2315	2.08			7.98	6.37	2.40	3.50	2.00	4.00	2.62	2.29		40	Var..	Sp..	Sp..	No..
Eaton.....1167	Trucks..			FF		2512	2512	2512	2315	6.16			12.13		6.00	3.25	....	1.50	1.62	1.50	4145	38	Var..	Sp..	Sp..	No..
Eaton.....1206	Trucks..			FF	Int	2512	2320	2350	2320	5.14			1.39		2.93	1.29	1.56	1.50	1.75	1.50	4145	39½		Sp..	Sp..	No..
Eaton.....1250	Trucks..			FF	Int	2512	2320	2350	2320	5.14			1.39		2.93	1.29	1.56	1.50	1.75	1.50		43¼		TT	TT	Yes..
Eaton.....1275	Trucks..			FF	Int	2512	2320	2350	2320	5.14			1.39		2.93	1.29	1.56	1.50	1.75	1.50	4145	38½		Sp..	Sp..	No..
Eaton.....1280	Trucks..			FF	Int	2512	2320	2350	2320	5.14			1.39		2.93	1.29	1.56	1.50	1.75	1.50	4145	42		Sp..	Sp..	No..
Eaton.....C70	Trucks..			FF	DR	2512	2512	2512	2315	2.33	2.08		2.73	3.84	1.86	3.11	2.00	4.00	2.50	2.18		41		Sp..	Sp..	No..
Eaton.....1205	Trucks..			½F	Int	2512	2320	2350	2320	5.14			1.39		2.93	1.29	1.56	1.50				42		TT	Sp..	No..
Eaton.....C15	Trucks..			FF	SB	2512	2315			5.28	4.87				3.61		1.25		1.37	1.12	4145	41½		Sp..	Sp..	No..
Eaton.....1204	Trucks..			FF	Int	2512	2320	2350	2320	5.14			1.39		2.93	1.29	1.56	1.50	1.75	1.37		38½		Sp..	Sp..	No..
Salisbury.....S	Cars....	†1000	§ 425	½F	SB	2315	2315			5.25	Var..	Var..			Var..		1.06		.979	1.00	4140	Var.	Var..	TT	TT	Yes..
Salisbury.....20	Cars....	†1800	§ 750	½F	SB	4620	4620			Var.	Var..	Var..			Var..		1.25		1.13	1.31	4140	Var.	Var..	Sp..	Sp..	No..
Salisbury.....30	Cars....	†1800	§ 825	½F	SB	4620	4620			Var.	Var..	Var..			Var..		1.25		1.18	1.31	4140	Var.	Var..	Sp..	Sp..	No..
Salisbury.....30-1	Cars....	†2000	§ 875	½F	SB	4620	4620			Var.	Var..	Var..			Var..		1.25		1.22	1.50	4140	Var.	Var..	Sp..	Sp..	No..
Salisbury.....40	Cars....	†2200	§ 950	½F	SB	4620	4620			Var.	Var..	Var..			Var..		1.28		1.22	1.50	4140	Var.	Var..	Sp..	Sp..	No..
Salisbury.....40-1	Cars....	†2000	§ 950	½F	SB	4620	4620			Var.	Var..	Var..			Var..		1.28		1.22	1.38	4140	Var.	Var..	Sp..	Sp..	No..
Salisbury.....51	Cars....	†2400	§1050	½F	SB	4620	4620			Var.	Var..	Var..			Var..		1.41		1.31	1.56	4140	Var.	Var..	Sp..	Sp..	No..
Salisbury.....50	Cars....	†2400	§1050	½F	Hyp	4620	4620			Var.	Var..	Var..			Var..		1.44		1.31	1.56	4140	Var.	Var..	Sp..	Sp..	
Salisbury.....50-1	Cars....	†2200	§ 950	½F	Hyp	4620	4620			Var.	Var..	Var..			Var..		1.44		1.22	1.50	4140	Var.	Var..	Sp..	Sp..	No..
Salisbury.....51-1	Trucks..	†3500	§1200	FF	SB	4620	4620			Var.	Var..	Var..			Var..		1.41		1.31	....	4140	Var.	Var..	Sp..	Sp..	No..
Salisbury.....52	Cars....	†2500	§1200	½F	Hyp	4620	4620			Var.	Var..	Var..			Var..		1.44		1.31	1.56	4140	Var.	Var..	Sp..	Sp..	No..
Salisbury.....90	Trucks..	†6000	§2100	FF	SB	4620	4620			Var.	Var..	Var..			Var..		1.63		1.63	....	4140	Var.	Var..	Sp..	Sp..	No..
Salisbury.....100	Trucks..	†2500	§2500	FF	SB	4620	4620			Var.	Var..	Var..			Var..		1.87		1.69	....	4140	Var.	Var..	Sp..	Sp..	No..
Timken.....53300	Trucks..	††	††	FF	SB	4615	4615						6.60	5.66	12.62		1.69		1.75	1.50			39	Sp..	Sp..	No..
Timken.....54200	Trucks..	††	††	FF	SB	4615	4615			5.83	4.86	6.80			12.62		1.69		1.75	1.62	3240	41	39	Sp..	Sp..	Yes..
Timken.....56200	Trucks..	††	††	FF	SB	4615	4615			6.17	5.29	5.71			14		2.13		1.87	1.75	3240	41	39	Sp..	Sp..	Yes..
Timken.....58205	Trucks..	††	††	FF	SB	4615	4615			6.83	5.57	6.14			16		2.60		2.00	1.81	4324	41	39	Sp..	Sp..	Yes..
Timken.....64800	Trucks..	††	††	FF	Wo	4615				6.00	6.40	7.40							1.87	1.75	3240	41	39	Sp..	Sp..	Yes..
Timken.....65205	Trucks..	††	††	FF	Wo	4615				7.50	6.75	8.75							2.00	1.81	4324	41	39	Sp..	Sp..	Yes..
Timken.....65725	Trucks..	††	††	FF	Wo	4615				8.50	6.80	7.75							2.25	2.00	4324	41	39	Sp..	Sp..	
Timken.....66725	Trucks..	††	††	FF	Wo	4615				8.20	6.80	10.25							2.37	2.12	4324	41	39½	Sp..	Sp..	Yes..
Timken.....68720	Trucks..	††	††	FF	Wo	4615				10.0	11.70	8.67							2.69	2.31	4324	41½	41½	Sp..	Sp..	Yes..
Timken.....75200	Cars....	††	††	FF	DR	2512	2512	4615	4615				7.83		7.50	11.50	1.37	2.25	2.00	1.81	4324	41	39	Sp..	Sp..	Yes..
Timken.....75733	Trucks..	††	††	FF	DR	4820	4820	4324	4615	2.25			9.41	8.46	9.12	12.55	1.87	3.50	2.22	2.00	4324	41	39	Sp..	Sp..	Yes..
Timken.....76733	Trucks..	††	††	FF	DR	4820	4820	4324	4615	1.91			9.20	8.51	9.50	14.34	2.25	3.75	2.35	1.94	4324	41	39½	Sp..	Sp..	Yes..
Timken.....79730	Trucks..	††	††	FF	DR	4615	4615	4615	4615	2.22			9.48	10.31	10.00	15.93	2.25	4.50	2.69	2.31	4324	41½	41½	Sp..	Sp..	Yes..
Wisconsin.....5000L	T. & Bu.	††	††	FF	DR	4820	4820	4615	4615	2.10			6.62	7.35	2.70	4–5	1.75	2.00	1.87	....	3240	41	36	Sp..	Sp..	Yes..
Wisconsin.....7200OL	T. & Bu.	††	††	FF	DR	4820	4820	4615	4615	1.82			6.36	7.27	2.40	3–4	1.88	2.25	2.00	....	3240	41	37	Sp..	Sp..	Yes..
Wisconsin.....1337BH	T. & Bu.			FF	DR	4820	4820	4615	4615	2.10			6.36	7.27	2.50	3–4	2.25	2.75	2.25	....	3240	41½	36	Sp..	Sp..	Yes..
Wisconsin.....1737W	T. & Bu.	††	††	FF	DR	4820	4820	4615	4615	1.90			9.15	7.14	2.40	3–4	2.00	.....	2.50	....	3240	41	39	Sp..	Sp..	Yes..
Wisconsin.....1910W	T. & Bu.	††	††	FF	DR	4615	4615	4615	4615	2.30			8.88	10.00	2.50	3–4	2.25	3.00	2.75	....	3240	41	39	Sp..	Sp..	Yes..

ABBREVIATIONS:
*—Capacity at the ground
°—Others also
‡—Axle Shaft Torque
†—Nominal Load on Tires
AA—Above Axle
B—Bevel
BA—Below Axle
Ben—Bendix
B-L-C—Brown-Lipe-Chapin
B-R—Ball and Roller
Bu—Buses
C—Cars
CS—Cast Steel
DR—Double Reduction
Ext Ds—External Driveshaft
Ext Rw—External Rear Wheels
Fair—Fairfield
FF—Full Floating
½F—Semi-Floating
HB—Helical Bevel
Hyp—Hypoid
Hyd—Hydraulic Brakes
IF—Inside of Frame

††—"Recommendations of axle sizes are made only after complete vehicle specifications have been submitted by the vehicle manufacturer."
**—This axle is a two speed type. 1st two ratios apply to standard and overdrive. 2nd two ratios apply to optional and optional overdrive.
‡—Less Brakes and Wheels

REAR AXLES

Designed for Hotchkiss Drive	Location of Spring Pads	DIFFERENTIAL			SERVICE BRAKE				EMERGENCY BRAKE				Location of Brake Shaft Arms	BEARINGS					Axle Housing Material (S.A.E. No.)	Minimum Road Clearance With Regular Tire Size (Ins.)	Tread (Ins.)	Weight (Lbs.)	Recommended Lubricant	MAKE AND MODEL
		Make	Type	Number of Pinions	Make and Type	Diameter of Drum (Ins.)	Lining Width (Ins.)	Lining Thickness (Ins.)	Type and Location	Diameter of Drum (Ins.)	Lining Width (Ins.)	Lining Thickness (Ins.)		First Reduction Pinion	Final Reduction Pinion	At Differential	At Wheels	On Pinion Shaft					
Yes	Opt	Frost	B	4	Own-IH	15	2¼	3/16						Ball		Roller	Roller	Ball	Steel	8 1/16-30	57	250	Oil	Clark B364
Yes	Opt	Frost	B	2		15	2¼	3/16						Roller		Roller	Roller	Roller	Steel	9 1/16-32	63¾	300	Oil	Clark B373
Yes	Opt	Frost	B	2		15	2¼	3/16						Roller		Roller	Roller	Roller	Steel	9 1/16-32	56½	292	Oil	Clark B374
Yes	Opt	Frost	B	4		16	3	¼						Roller		Roller	Roller	Roller	Steel	8 3/16-32	63½	412	Oil	Clark B611
Yes	Opt	Fair	B	4	Own-IH	17¼	4	5/16						Roller		Roller	Roller	Roller	Steel	7 15/16-32	69¼	627	Oil	Clark B805
Yes	Opt	Frost	B	4		16	3½	¼						Roller		Roller	Roller	Roller	Steel	8 3/16-32	63½	420	Oil	Clark B613
Yes	Opt	Fair	B	4		17¼	4	5/16						Roller		Roller	Roller	Roller	Steel	7 15/16-32	66¾	530	Oil	Clark B642
Yes	Opt	Fair	B	4	Own-IH	17¼	4	5/16						Roller		Roller	Roller	Roller	Steel	7 15/16-32	69¾	588	Oil	Clark B800
Yes	Opt	Frost	B	2	-IH	15	2¼	3/16						Roller		Roller	Roller	Roller	Steel	9-32	65	300	Oil	Clark B3000
Yes	Opt	Frost	B	2	-IH	15	2¼	3/16						Roller		Roller	Roller	Roller	Steel	8 3/16-32	64	350	Oil	Clark B473
Yes	B.A	Own	B	2												Roller	Roller	Roller	1010		61¾		LB	Columbia 10000A
Yes	B.A	Own	B	2												Roller	Roller	Roller	1010		61¾		LB	Columbia 17000A
Yes	B.A	Own	B	2	Wag-H	15¼	2¼	3/16	None	No	No	No				Roller	Roller	Roller	1010		60		LB	Columbia 38000A
Yes	B.A	Own	B	2	Ben-H	12	2	3/16						Roller		Roller	Roller	Roller	1010				Oil	**Columbia 800A
Yes	AA	Own	B	2	Ben-2 Shoe	14	2	3/16	None				OF	Roller	None	Roller	Roller	Roller	Mal		60¼	357	Oil	Eaton 966
Yes	AA	Own	B	2	Ben-2 Shoe	15	2¼	3/16					OF	Roller		Roller	Roller	Roller	Mal		60¼	401	Oil	Eaton 972
Yes	AA	Own	B	4	Ben-2 Shoe	17 1/16	3	3/16	None				IF	Ball		Roller	Roller	Ball	Mal		66	380	Oil	Eaton 1640
Yes	AA	Own	B	4	Ben-2 Shoe	16	2½	¼					OF	Ball		Roller	Roller	Ball	Mal		65	493	Oil	Eaton 1620
Yes	AA	Own	B	4	Ben-2 Shoe	17 1/16	3	1/4	None				OF	Ball		Roller	Roller	Ball	Mal		69	‡464	Oil	Eaton 1718
Yes	AA	Own	B	4	Ben-2 Shoe	17	3	¼					IF	Ball		Roller	Roller	Ball	Mal		66½	628	Oil	Eaton 1722
Yes	AA	Own	B	4	Ben-2 Shoe	17 1/16	3	3/16	None				IF	Roller	Roller	Ball	Roller	Roller	Mal		69	‡557	Oil	Eaton T45
Yes	AA	Own	B	4	Ben-2 Shoe	17	4	¼	None				IF	Ball		Roller	Roller	Ball	Mal		68½	769	Oil	Eaton 2522
Yes	AA	Own	B	4	Ben-2 Shoe	17	4	¼					IF	Roller	Roller	Ball	Roller	Roller	Mal		71¼	850	Oil	Eaton 2622
Yes	Opt	Own	B	4	Own-Int	17	5	5/16	None				IF	Ball	Ball	Ball	Roller	Ball	CS		73¼	956	Oil	Eaton 58
Yes	AA	Own	B	4	Own-Int	17	6	5/16	None				IF	Ball	Ball	Ball	Roller	Ball	CS		71¼	1376	Oil	Eaton 80
Yes	AA	Own	B	2	Ben-2 Shoe	14	2	3/16					OF	Roller		Roller	Roller	Roller	Mal		60¼	376	Oil	Eaton 1167
Yes	AA	Own	B	4	Clark-Hyd	15	2¼							Roller		Roller	Roller	Roller	CS		65		Oil	Eaton 1206
No		Own	B	4										Roller		Roller	Roller	Roller	CS		65		Oil	Eaton 1250
Yes	AA	Own	B	4	Ben-2 Shoe	15	2¼	3/16						Roller		Roller	Roller	Roller	Mal		62¾		Oil	Eaton 1275
Yes	AA	Own	B	4	Wag-Hyd	16	2½	¼						Roller		Roller	Roller	Roller	Mal		65⅝		Oil	Eaton 1280
Yes	Opt	Own	B	4	Ben-2 Shoe	17	5	5/16					IF	Ball	Ball	Ball	Roller	Ball	Steel		72		Oil	Eaton C70
No	AA	Own	B	4										Ball		Roller		Ball					Oil	Eaton 1205
Yes	BA	Own	B	2	Ben-Hyd	14	2							Roller		Roller	Roller	Roller	Mal		59¼		Oil	Eaton C15
Yes	AA	Own	B	4										Roller		Roller		Roller	Steel		61¼		Oil	Eaton 1204
No	BA	Spicer	B	2	Var-Var	Var	Var	Var						Ball		Roller	Roller	Ball	1020	Var	Var	‡ 60	Oil	Salisbury S
Yes	BA	Spicer	B	2	Var-Var	Var	Var	Var						Roller		Roller	Roller	Roller	1020	Var	Var		Oil	Salisbury 20
Yes	BA	Spicer	B	2	Var-Var	Var	Var	Var					None	Roller		Roller	Roller	Roller	1020	Var	Var	‡100	Oil	Salisbury 30
Yes	BA	Spicer	B	2	Var-Var	Var	Var	Var						Roller		Roller	Roller	Roller	1020	Var	Var	‡108	Oil	Salisbury 30-1
Yes	BA	Spicer	B	2	Var-Var	Var	Var	Var					None	Roller		Roller	Roller	Roller	1020	Var	Var	‡115	Oil	Salisbury 40
Yes	BA	Spicer	B	2	Var-Var	Var	Var	Var						Roller		Roller	Ball	Roller	1020	Var	Var		Oil	Salisbury 40-1
Yes	BA	Spicer	B	2	Var-Var	Var	Var	Var						Roller		Roller	Roller	Roller	1020	Var	Var	‡145	Oil	Salisbury 51
Yes	BA	Spicer	B	2	Var-Var	Var	Var	Var					None	Roller	Roller	Roller	Roller	Roller	1020	Var	Var	‡145	Oil	Salisbury 50
Yes	BA	Spicer	B	2	Var-Var	Var	Var	Var						Roller		Roller	Roller	Roller	1020	Var	Var	‡140	Oil	Salisbury 50-1
Yes	AA	Spicer	B	2	Var-Var	Var	Var	Var						Roller		Roller	Roller	Roller	1040	Var	Var		Oil	Salisbury 51-1
Yes	BA	Spicer	B	2	Var-Var	Var	Var	Var						Roller		Roller	Roller	Roller	1020	Var	Var		Oil	Salisbury 52
Yes	AA	Spicer	B	2	Var-Var	Var	Var	Var						Ball		Roller	Roller	Ball	1040	Var	62		Oil	Salisbury 90
Yes	AA	Spicer	B	2	Var-Var	Var	Var	Var						Ball		Roller	Roller	Ball	1040	Var	63		Oil	Salisbury 100
Yes	AA	Timken	B	4	Int-Rw	Opt	Opt		None	No	No	No	Opt			Roller	Roller	Roller	MaI		65			Timken 53300
Yes	AA	Timken	B	4	Int-Rw	16	Opt	Opt	None	No	No	No	Opt	Roller		Roller	Roller	Roller	MaI		64¼			Timken 54200
Yes	AA	Timken	B	4	Int-Rw	Opt	Opt	Opt	None	No	No	No	Opt	Roller		Roller	Roller	Roller	MaI		67⅞			Timken 56200
Yes	AA	Timken	B	4	Int-Rw	17¼	4		None	No	No	No	Opt	Roller		Roller	Roller	Roller	MaI		69½			Timken 58205
Yes	AA	Timken	B	4	Int-Rw	Opt	Opt		None	No	No	No	IF	Roller		Roller	Roller	Roller	MaI		67⅞			Timken 64800
Yes	AA	Timken	B	4	Int-Rw	17¼	4		Int-Ds				IF	Roller		Roller	Roller	Roller	MaI		69½			Timken 65205
		Timken	B	4	Int-Rw	17¼	Opt		Int-Ds				IF	Roller		Roller	Roller	Roller	1010		70			Timken 65725
Yes	AA	Timken	B	4	Int-Rw	17¼	Opt		Int-Ds				IF	Roller		Roller	Roller	Roller	1010		72¼			Timken 66725
Yes	AA	Timken	B	4	Int-Rw	21	Opt		Int-Ds				IF	Roller		Roller	Roller	Roller	1010		72¼			Timken 68720
Yes	AA	Timken	B	4	Int-Rw	17¼	4		Int-Ds				Opt	Roller	Roller	Roller	Roller	Roller	MaI		69½			Timken 75200
Yes	AA	Timken	B	4	Int-Rw	17¼	5	Opt						Roller	Roller	Ball	Roller		1010		70			Timken 75733
Yes	AA	Timken	B	4	Int-Rw	17¼	5½	Opt					IF	Roller	Roller	Ball	Roller		1010		72¼			Timken 76733
Yes	AA	Timken	B	4	Int-Rw	21	5½	Opt	Int-Ds				IF	Roller	Roller	Ball	Roller		1010		72¼			Timken 79730
Yes	Opt	Own	B	4	Lock-H	16	3½	¼	None	No	No	No		Roller	Roller	Ball	Roller	Roller	MaI	11-36	66	780	Oil	Wisconsin 5000L
Yes	Opt	Own	B	4	Lock-H	17¼	4	5/16	None				None	Roller	Roller	Ball	Roller	Roller	MaI	12-38	69½	960	Oil	Wisconsin 72000L
Yes	Opt	Own	B	4	Lock-H	17¼	5	5/16	None	No	No	No		Roller	Roller	Ball	Roller	Roller	MaI	11-38	69½	1275	Oil	Wisconsin 1337BH
Yes	Opt	Own	B	4	Wes-Air	17¼	5	¾	None				None	Roller	Roller	Ball	Roller	Roller	MaI	11¼-40	71½	1425	Oil	Wisconsin 1737W
Yes	Opt	Own	B	4	Wes-Air	17¼	5	¾	None				None	Roller	Roller	Ball	Roller	Roller	MaI	12½-42	71½	1565	Oil	Wisconsin 1910W

IG—Internal Gear
IH—Internal Hydraulic
Int—Internal
Int Ds—Internal Driveshaft

Int Rw—Internal Rear Wheels
LB—Lead Base
Lock-H—Lockheed Hydraulic
Mal—Malleable Iron

NiA—Nickel Alloy
NewP—New Process
No. F—Non-Fluid
OF—Outside of Frame

Opt—Optional
PS—Pressed Steel
RR—Radius Rods
S—Spur

S-A—Springs and Torque Arm
SB—Spiral Bevel
Sp—Springs
Spec—Special

T—Trucks
TA—Torque Arm
TT—Torque Tube
Var—Variable

Wag—Wagner Electric
War—Warner
Wes-Air—Westinghouse Air
Wo—Worm

Brakes

AMERICAN STOCK FRONT AXLES

MAKE AND MODEL	Designed For	AXLE CENTER: Material (S.A.E. No.)	AXLE CENTER: Type	AXLE CENTER: Depth of Section (Ins.)	AXLE CENTER: Width of Flange (Ins.)	Type of Steering Head	BEARING TYPE: In Hubs	BEARING TYPE: Spindle Thrust	BEARING TYPE: Pivots	MATERIAL: Steering Knuckle (S.A.E. No.)	MATERIAL: Knuckle Arm (S.A.E. No.)	Transverse Inclination of King Pin (Degrees)	Caster (Degrees)	Camber (Degrees)	Toe-In (Inches)	Tie Rod End Type	Effective Length of Drag Link Arm (Ins.)	Spring Pad Location	ROAD CLEARANCE: Absolute Minimum (Ins.)	ROAD CLEARANCE: Tire Size (Ins.)	FRONT WHEEL BRAKES: Equipped	FRONT WHEEL BRAKES: Make and Type	FRONT WHEEL BRAKES: Diameter of Drum (Ins.)	Wheel Tread (Ins.)	Weight—Complete Without Wheels (Lbs.)	MAKE AND MODEL
Clark F208	Trucks	1040	I-S	2¼	2	Rev. Ell	Roller	Roller	Plain	3130	3130	9	0	1	5/16	Ball	8½	AA	8½	30	Std	-Int	15	56½	125	Clark F208
Clark F212	Trucks	1040	I-S	2¼	2	Rev. Ell	Roller	Roller	Plain	3130	3130	9	0	1	5/16	Ball	8⅝	AA	10	32	Std	-Int	15	60	130	Clark F212
Clark F308	Trucks	1040	I-S	2⅝	2½	Rev. Ell	Roller	Roller	Plain	3130	3130	7½		2	5/16	Ball	7⅝	AA	9¾	32	Std	-Int	16	64	180	Clark F308
Clark F304	Trucks	1040	I-S	2⅝	2½	Rev. Ell	Roller	Roller	Plain	3130	3130	7½	0	2	5/16	Ball	7⅝	AA	9⅞	32		-Int	16	60	165	Clark F304
Clark F318	Trucks	1040	I-S	2⅝	2½	Rev. Ell	Roller	Roller	Plain	3130	3130	7½		2	5/16	Ball	9	AA	9⅝	32	Std	-Int	16	64	195	Clark F318
Clark F320	Trucks	1040	I-S	2⅞	2½	Rev. Ell	Roller	Roller	Plain	3130	3130	7½		2	5/16	Ball	9	AA	9½	32	Std	-Int-H	16	69	210	Clark F320
Clark F322	Trucks	1040	I-S	2⅝	2⅝	Rev. Ell	Roller	Roller	Plain	3130	3130	7½		2	5/16	Ball	9	AA			Std	-Int	16	67	205	Clark F322
Clark F266	Trucks	1040	I-S	2¼	2	Rev. Ell	Roller	Roller	Plain	3130	3130	9		1	5/16	Ball	8⅝	AA	10	32	Std	-Int	15	60	140	Clark F266
Columbia 1000A	Cars	1035	I-S	2	1⅝	Rev. Ell	Roller	Roller	Roller	4130	4130	7½		1½	1/8	Ball		AA			Std	Ben- H	12	59		Columbia 1000A
Columbia 1700A	Cars	1035	I-S	2¼	1¾	Rev. Ell	Roller	Roller	Roller	4130	4130	7½		1½	1/8	Ball		AA			Std	Ben- H	12	59		Columbia 1700A
Columbia 3300A	Cars	1035	I-S	2¼	1⅞	Rev. Ell	Roller	Roller	Roller	4130	4130	7		2	1/8	Ball		AA			Std	Lkd- H	15	59		Columbia 3300A
Columbia 5500A	Trucks	1035	I-S	2⅝	2¼	Rev. Ell	Roller	Roller	Roller	4130	4130	7		2	1/8–3/16	Ball		AA			Std	Lkd- H	16	62		Columbia 5500A
Eaton 250F	Trucks	1045	I-S	2⅝	1⅞	Rev. Ell	Roller	Ball	Plain	Mol	Mol	8	0	1	1/8	Ball	6⅞	AA			Std	Ben-2 Shoe	12	57½	144	Eaton 250F
Eaton 260F	Trucks	1045	I-S	2⅝	1⅞	Rev. Ell	Roller	Ball	Plain	Mol	Mol	8	0	1	1/8	Ball	6⅞	AA			Std	Ben-2 Shoe	14	58	175	Eaton 260F
Eaton 433F	Trucks	1040	I-S	3	2	Rev. Ell	Roller	Plain	Plain	Mol	Mol	8	0	1	1/8	Ball	7¾	AA			Std	Ben-2 Shoe	16	64¾	178§	Eaton 433F
Eaton 417F	Trucks	1045	I-S	2⅜	2⅛	Rev. Ell	Roller	Ball	Plain	Mol	Mol	8	0	1	1/8	Ball	7⅝	AA			Std	Ben-2 Shoe	15	58⅞	217	Eaton 417F
Eaton 530F	Trucks	1045	I-S	3¼	2½	Rev. Ell	Roller	Ball	Plain	Mol	Mol	8	0	1	1/8	Ball	7¾	AA			Std	Ben-2 Shoe	16	61	290	Eaton 530F
Eaton 527F	Trucks	1040	I-S	3	2¾	Rev. Ell	Roller	Ball	Plain	Mol	Mol	8	0	1	1/8	Ball	8⅝	AA			Std	Ben-2 Shoe	16	61½	235§	Eaton 527F
Eaton 79F	Trucks	1045	I-S	4	3¼	Rev. Ell	Roller	Ball	Plain	Mol	Mol	8	0	1	1/8	Ball	11⅜	AA			Std	Ben-2 Shoe	17	71½	509	Eaton 79F
Eaton 533F	Trucks	1040	I-S	3	2¾	Rev. Ell	Roller	Roller	Plain	Mol	Mol	8	0	1	1/8	Ball	10⅝	AA			Std	Own-2 Shoe	17¼	67¼		Eaton 533F
Eaton 76F	Trucks	1040	I-S	3¾	3¼	Rev. Ell	Roller	Ball	Plain	Mol	Mol	8	0	1	1/8	Ball	11½	AA			Std	Own-2 Shoe	17¼	69⅝		Eaton 76F
Eaton 441F	Trucks	1040	I-S	3	2	Rev. Ell		Plain	Plain	Mol	Mol	8		1	1/8	Ball	8½	AA			Std	T-W-2 Shoe	16			Eaton 441F
Eaton 542F	Trucks	1040	I-S	3⅞	2½	Rev. Ell		Plain	Plain	Mol	Mol	8		1	1/8			AA			Std	T-W-2 Shoe	17¼			Eaton 542F
Eaton 69F	Trucks	S-C	I-S	4¼	3¼	Rev. Ell	Roller	Ball	Roller	Mol	Mol	8		1	1/8		9¾	AA			Std	Ben-2 Shoe	17	78		Eaton 69F
Eaton 251F	Trucks	1045	I-S	2⅞	1⅞	Rev. Ell	Roller	Ball	Plain	Mol	Mol	8		1	1/8		6⅞	AA			Std	Ben-2 Shoe	14	60⅛		Eaton 251F
Salisbury S	Cars	1040	I-S	1¼	1	Rev. Ell	Roller	Plain	Plain	4140	4140	1½	1	1¼	1/8	Ball		AA	Var	Var	Std	Var- Var	Var	Var	20§	Salisbury S
Salisbury 30	Cars	1040	I-S	1⅝	1½	Rev. Ell	Roller	Ball	Plain	4140	4140	7½	0	1	1/8	Rub		AA	Var	Var	Std	Var- Var	Var	Var	55§	Salisbury 30
Salisbury 50	Cars	1040	I-S	2⅛	1½	Rev. Ell	Roller	Ball	Plain	4140	4140	7½	0	1	1/8	Rub		AA	Var	Var	Std	Var- Var	Var	Var	61§	Salisbury 50
Salisbury 50-1	Cars & T	1040	I-S	2⅛	1⅝	Rev. Ell	Roller	B-P	Plain	4140	4140	7			1/8	RorB		AA	Var	Var	Std	Var- Int	Var	Var	70§	Salisbury 50-1
Salisbury 20	Cars	1090	I-S	1¾	1⅝	Rev. Ell	Roller	Ball	Plain	4140	4140	7½		1	1/8	Ball		AA	Var	Var	Std	Var	Var	Var	Var	Salisbury 20
Salisbury 90	Trucks	1090	I-S	2¼	2	Rev. Ell	Roller	Ball	Plain	4140	4140	7½		1	1/8	Rub		AA	Var	Var	Std	Var	Var	Var	Var	Salisbury 90
Shuler 715	T, Tr	1040	I-S	3⅝	7⅝	Elliot	Roller	Ball	Plain	3135	3135	0	0	2	1/8	Y&P	Opt	AA	7½	36	N-P					Shuler 715
Shuler 610	Trucks	1040	I-S	3½	2½	Elliot	Roller	Ball	Plain	3135	3135	0	0	2	1/8	Y&P	Opt	AA	9½	36	N-P					Shuler 610
Shuler 5592	T, B	1040	I-S	3⅜	2¼	Elliot	Roller	Ball	Plain	3135	3135	0	0	2	1/8	Y&P	Opt	AA	9	34	Std	-Int-H	16	Opt	390	Shuler 5592
Shuler 678	T, B	1040	I-S	3⅝	2⅜	Elliot	Roller	Ball	Plain	3135	3135	0	0	2	1/8	Y&P	Opt	AA	7½	36	Std	Wes- Int	17½	Opt	525	Shuler 678
Shuler 1639B	T, B	1040	I-S	3½	2⅝	Elliot	Roller	Ball	Plain	3135	3135	0	0	2	1/8	Ball	Opt	AA	6½	36	Std	Chr- Int	17¼	Opt	475	Shuler 1639B
Shuler 1633	T, B	1040	I-S	3½	2⅝	Elliot	Roller	Roller	Plain	3135	3135	0	0	2	1/8	Y&P	Opt	AA	6	34	Std	Wes- Int	17½	Opt	450	Shuler 1633
Shuler 15693B	T, B	1040	I-S	3½	2⅝	Elliot	Roller	Roller	Plain	3135	3135	0	0	2	1/8	Y&P	Opt	AA	6½	34	Std	Wes- Int	17½	Opt	420	Shuler 15693B
Shuler 15692B	T, B	1040	I-S	3½	2⅝	Elliot	Roller	Roller	Plain	3135	3135	0	0	2	1/8	Y&P	Opt	AA	6½	34	Std	-Int-H	16	Opt	405	Shuler 15692B
Shuler 5429B	T, B	1040	I-S	2	2¾	Elliot	Roller	Roller	Plain	3135	3135	0	0	2	1/8	Y&P	Opt	AA	6	34	Std	-Int-H	16	Opt	250	Shuler 5429B
Shuler 5429	Trucks	1040	I-S	2¾	2	Elliot	Roller	Ball	Plain	3135	3135	0	0	2	1/8	Y&P	Opt	AA	9¼	34	Std	-Int-H	16	Opt	240	Shuler 5429
Shuler 5532	Trucks	1040	I-S	3⅜	2¼	Elliot	Roller	Ball	Plain	3135	3135	0	0	2	1/8	Y&P	Opt	AA	9	34	Std	-Int-H	16	Opt	360	Shuler 5532
Shuler 5572	Trucks	1040	I-S	3⅜	2¼	Elliot	Roller	Ball	Plain	3135	3135	0	0	2	1/8	Y&P	Opt	AA	9	34	Std	-Int-H	16	Opt	375	Shuler 5572
Shuler 15582B	T, B	1040	I-S	3⅜	2⅜	Elliot	Roller	Ball	Plain	3135	3135	0	0	2	1/8	Y&P	Opt	AA	5½	34	Std	-Int-H	16	Opt	390	Shuler 15582B
Shuler 15592B	T, B	1040	I-S	3⅜	2⅜	Elliot	Roller	Ball	Plain	3135	3135	0	0	2	1/8	Y&P	Opt	AA	5⅝	34	Std	-Int-H	16	Opt	400	Shuler 15592B
Shuler 15583B	T, B	1040	I-S	3⅜	2⅜	Elliot	Roller	Ball	Plain	3135	3135	0	0	2	1/8	Y&P	Opt	AA	9	34	Std	Wes- Int	17½	Opt	415	Shuler 15583B
Shuler 15682B	T, B	1040	I-S	3½	2⅝	Elliot	Roller	Roller	Plain	3135	3135	0	0	2	1/8	Y&P	Opt	AA	6½	34	Std	-Int-H	16	Opt	395	Shuler 15682B
Timken 30000	Trucks	1040	I-S	2½	1⅝	Rev. Ell	Roller	Roller	Plain	3130	3130	8				Ball	8½	AA			Std	-Int		60⅛		Timken 30000
Timken 30020	Trucks	1040	I-S	2½	1⅝	Rev. Ell	Roller	Roller	Plain	3130	3130	8				Ball	8½	AA			Std	-Int		57⅞		Timken 30020
Timken 31000	Trucks	1040	I-S	2½	1⅝	Rev. Ell	Roller	Roller	Plain	3130	3130	8				Ball	8½	AA			Std	-Int		64		Timken 31000
Timken 31020	Trucks	1040	I-S	2½	1⅝	Rev. Ell	Roller	Roller	Plain	3130	3130	8				Ball	8½	AA			Std	-Int		61		Timken 31020
Timken 33000	Trucks	1040	I-S	2⅞	2¼	Rev. Ell	Roller	Roller	Plain	3130	3130	8				Ball	8⅝	AA			Std	-Int	16	70⅛		Timken 33000
Timken 33020	Trucks	1040	I-S	2⅞	2¼	Rev. Ell	Roller	Roller	Plain	3130	3130	8				Ball	8⅝	AA			Std	-Int	16	67⅛		Timken 33020
Timken 35000	Trucks	1040	I-S	3¼	2⅝	Rev. Ell	Roller	Roller	Plain	3130	3130	8				Ball	8⅝	AA			Std	-Int	16	71¾		Timken 35000
Timken 35020	Trucks	1040	I-S	3¼	2⅝	Rev. Ell	Roller	Roller	Plain	3130	3130	8				Ball	8⅝	AA			Std	-Int	16	68¾		Timken 35020
Timken 35100	Trucks	1040	I-S	3¼	2⅝	Rev. Ell	Roller	Roller	Plain	3130	3130	8				Ball	8⅝	AA			Std	-Int	17¼	71¾		Timken 35100
Timken 35120	Trucks	1040	I-S	3¼	2⅝	Rev. Ell	Roller	Roller	Plain	3130	3130	8				Ball	8⅝	AA			Std	-Int	17¼	68¾		Timken 35120
Timken 26050	Trucks	3130	I-S	3⅞	2⅝	Rev. Ell	Roller	Roller	Plain	3130	3130	8				Ball	9⅝	AA			Std	-Int	17¼	71		Timken 26050
Timken 26450	Trucks	1040	I-S	3⅞	2⅝	Rev. Ell	Roller	Roller	Plain	3130	3130	8				Ball	9⅛	AA			Std	-Int	17¼	71		Timken 26450
Timken 27050	Trucks	1040	I-S	3⅞	2⅝	Rev. Ell	Roller	Roller	Plain	3130	3130	8				Ball	8¾	AA			Std	-Int	17¼	71⅝		Timken 27050
Timken 27450	Trucks	1040	I-S	3⅞	2⅝	Rev. Ell	Roller	Roller	Plain	3130	3130	8				Ball	9⅛	AA			Std	-Int	17¼	71⅝		Timken 27450

ABBREVIATIONS:

°—Also Others
§—Less Brakes
AA—Above Axle
B—Buses
Ben—Bendix
B-P—Ball or Plain
C—Cars
Chr—Christenson
Ext—External
H—Hydraulic
I-M—Internal Mechanical
Int—Internal
I-S—"I" Section
Lkd—Lockheed
Mol—Molybdenum
N-P—No Provision
Opt—Optional
RorB—Rubber or Ball
Rev. Ell—Reverse Elliott
Rub—Rubber
S-C—Steel Casting
Spec—Special
Std—Standard Equipment
T—Trucks
Tr—Tractor
Var—Varies
Wes—Westinghouse
Y&P—Yoke and Pin

AMERICAN STOCK CLUTCHES

MAKE AND MODEL	Designed for	Rated Torque Capacity (Lbs. ft.)	Type	Facing Material	DIAMETER OF FACING		Drive Members	Driven Members	Disk or Plate Material	No. of Springs	PRESSURES (Lbs.)				Overall Outside Diameter of Clutch (Ins.)	Type of Throwout Bearing	DRIVE TAKEN BY		Means of Adjustment	Is Clutch Brake Provided	Bell Housing (S.A.E.) (Nos.)	Weight (Lbs.)
					Outside (Ins.)	Inside (Ins.)					Total Spring Pressure	Total Pressure on Friction Face	Pressure per Sq. Ins. of Friction Surface	Pressure Required at Thrust Bearing to Disengage			From Flywheel to Driving Members of Clutch	From Driving Members of Clutch to Driving Shaft of Clutch				
Borg & Beck	9A-6	Cars	150	SP	Mo	9.25	5.62	2	1	Steel	9	1215	1215	28.7	275	11¼	Opt	L.O.P	Splines	None	No	1,2,3,4,5	16.5
Borg & Beck	10A-4, 10A-6	Cars, T	185–150	SP	Mo	9.87	6.12	2	1	Steel	9	1470	1470	31.2	300	12½	Opt	L.O.P	Splines	None	No	1,2,3,4,5	21.1
Borg & Beck	11A-6	Cars, T	250–180	SP	Mo	11.00	6.12	2	1	Steel	12	1770	1770	27.0	365	13¾	Opt	L.O.P	Splines	None	No	1,2,3,4	28.5
Borg & Beck	12Q, 12QL	T, Bus	200	SP	Wo	11.87	7.25	2	1	Steel	1	300	1590	23.0	350	12¼	Opt	Pins	Splines	SCP	No	1,2,3	36½
Borg & Beck	13Q	T, Bus	260	SP	Wo	12.87	7.25	2	1	Steel	1	300	1590	17.8	350	13⅜	Opt	Pins	Splines	SCP	No	1,2,3	41¼
Borg & Beck	14Q	T, Bus	375	SP	Wo	13.87	7.25	2	1	Steel	1	350	2117	19.3	375	14⅜	Opt	Pins	Splines	SCP	No	1,2	57
Brown-Lipe	70	T & B, Tr	Var	MD	Var	9.45	6.45	14	14	Steel	2	Var	Var	Var	Var	11¼	Ball	Gear T	Keys	Sp B	Yes	1,2,3	Var
Brown-Lipe	35	T, B, Tr	Var	MD	Var	8.43	6.25	5	5	Steel	2	Var	Var	Var	Var	11½	Ball	Gear T	Keys	Sp B	Yes	2,3,4	Var
Brown-Lipe	51	T, B, Tr	Var	MD	Var	8.43	6.25	6	6	Steel	2	Var	Var	Var	Var	11½	Ball	Gear T	Keys	Sp B	Yes	2,3	Var
Brown-Lipe	55	T, B, Tr	Var	MD	Var	8.43	6.25	7	7	Steel	2	Var	Var	Var	Var	11½	Ball	Gear T	Keys	Sp B	Yes	1,2,3	Var
Brown-Lipe	60	T, B, Tr	Var	MD	Wo	8.43	6.25	8	8	Steel	2	Var	Var	Var	Var	11½	Ball	Gear T	Keys	Sp B	Yes		Var
Brown-Lipe	12	C, T & B	Var	SP	Var	11.87	7.25	1	1	Cast I	1	Var	Var	Var	Var	13⅝	Ball	Lugs	Splines	ThR	Yes	1,2,3	41
Brown-Lipe	14	T, B, Tr	Var	SP	Var	13.75	7.37	1	1	Cast I	2	Var	Var	Var	Var	15½	Ball	Lugs	Splines	ThR	Yes	1,2	64
Brown-Lipe	13-2	T, B, Tr		DP	Var	13.00	7.37	2	2	Cast I	1	Var	Var	Var	Var	15¼	Ball	L&P	Splines	ThR	Yes	1,2	79½
Brown-Lipe	13" S.P.	T, Bus	Var	SP-D	Wo	12.87	7.25	1	1	Nic I	1	Var	Var	Var	Var	14⅝	Ball	Lugs	Splines	Shims	Yes	1,2,3	
Detlaff	JA	Cars	110	MD	Wo	7.87	5.43	3	2	Steel	3	300	300	1.9	300	10	Ball	Pins	Pins	Sp B	Yes	3,4,5	15
Detlaff	M	Cars	200	MD	Wo	8.37	6.50	4	4	Steel	4	360	360	2.05	360	11½	Ball	Gear T	Gear T	None	No	1,2,3,4,5	30
Detlaff	D & H	C,T,B&Tr	500	MD	Wo	8.37	6.50	9*	9*	Steel	3	500	500	Var	500	11½	Ball	Gear T	Gear T	Sp B	Yes	1,2,3	55
Fuller	1-SC-10	T, B & Tr	Bar	MD	Wo	8.16	5.87	5	4	Steel	1	550	550	Var	550		Ball	Gear T	Pins	None	No	1,2,3,4,5	83
Fuller	1-SC-12	T, B & Tr	Var	MD	Wo	8.16	5.87	6	5	Steel	1	550	550	Var	550		Ball	Gear T	Pins	None	No	1,2,3,4,5	87
Fuller	1-SC-14	T, B & Tr	Var	MD	Wo	8.16	5.87	7	6	Steel	1	550	550	Var	550		Ball	Gear T	Pins	None	No	1,2,3,4,5	89
Fuller	1-SC-16	T, B & Tr	Var	MD	Wo	8.16	5.87	8	7	Steel	1	550	550	Var	550		Ball	Gear T	Pins	None	No	1,2,3,4,5	93
Fuller	1-SC-10-10	T, Bus		MD	Wo	9.87	6.75	5	4	Cast I	1	700	700	1.71	700		Ball	Gear T	Pins	None	No	1,2,3	
Fuller	1-SC-12-10	T, B & Tr		MD	Wo	9.87	6.75	6	5	Cast I	1	725	725	1.48	725		Ball	Gear T	Pins	None	No	1,2,3	90
Hele-Shaw	5	T, B & Tr	200	Mo	None	None	None	15	14	Br&St	1	250	250		250	10½	Ball	Splines	Splines	ThR	Yes		58
Hele-Shaw	6, 7	T, B & Tr	300°	Mo	None	None	None	12°	11°	Br&St	1	400	400		400	12¾	Ball	Splines	Splines	ThR	Yes		82°
Hele-Shaw	8, 10	T, B & Tr	580°	Mo	None	None	None	16°	15°	Br&St	1	450	450		450	15½	Ball	Splines	Splines	ThR	Yes		150°
Hele-Shaw	150HP	T, B & Tr	1000	Mo	None	None	None	14	14	Br&St	1	600	600		600	21½	Ball	Splines	Splines	None			500
Illinois	Z-8	C, T, B, Tr	120	SP	W-M	7.87	5.12	2	1	Steel	1	Var	Var	Var	120		Ball	Bracket	Splines	Shims	No	1,2,3,4,5	8
Illinois	Z-9	C, T, B, Tr	150	SP	W-M	8.87	6.12	2	1	Steel	1	Var	Var	Var	190		Ball	Bracket	Splines	Shims	No	1,2,3,4,5	9½
Illinois	Z-10	C, T, B, Tr	200	SP	W-M	9.87	6.12	2	1	Steel	1	Var	Var	Var	230		Ball	Bracket	Splines	Shims	No	1,2,3,4,5	13
Illinois	Z-11	C, T, B, Tr	250	SP	W-M	10.87	6.12	2	1	Steel	2	Var	Var	Var	250		Ball	Bracket	Splines	Shims	No	1,2,3,4	
Illinois	Z-12	C, T, B, Tr	350	SP	W-M	11.87	6.12	2	1	Steel	2	Var	Var	Var	300		Ball	Bracket	Splines	Shims	No	1,2,3	
Illinois	Z-14	C, T, B, Tr	5.75	SP	W-M	13.87	6.12	2	1	Steel	2	Var	Var	Var	375		Ball	Bracket	Splines	Shims	No	1,2	
Illinois	Z-16	T, B, Tr	725	SP	W-M	15.87	7.00	2	1	Steel	3	Var	Var	Var	375		Ball	Bracket	Splines	Shims	No	Special	
Illinois	Z-18	T, B, Tr	1250	SP	W-M	17.75	7.00	2	1	Steel	3	Var	Var	Var	400		Ball	Bracket	Splines	Shims	No	Special	
Jones	29	C, T, B	530	MD	W-M	8.87	5.25	2	2	Steel	12	1500	1500		500	11¼	Ball	Gear T	Splines	Sp B	No		
Jones	31	C, T	230	SP	W-M	9.87	5.00	1	1	Steel	12	Var	Var		250	11⅝	Ball	R.C.S	Splines	Sp B	No		19
Jones	35	C, T	200	SP	W-M	8.87	6.37	1	1		12	Var	Var		250	11⅝	Ball	R.C.S	Splines	Sp B	No		17
Jones	Recess Flywheel 37	C, T, B	360	SP	W-M	10.87	6.37	1	1	Steel	12	Var			250	12¾	Ball	R.C.S	Splines	Sp B	No		
Jones	30	C, T	203	SP	Mo	9.87	6.37	1	1	Steel	12	1500	1500	34	333	12	Ball	Cov. B	Splines	Sp B	No	3,4,5	24
Jones	33A	C, T	438	DP	Mo	9.87	6.37	2	2	Steel	12	1620	1620	37	386	11½	Ball	Gear T	Splines	Sp B	No	3,4,5	33
Jones	Flat Flywheel 36	C, T	228	SP	Mo	10.87	7.37	1	1	Steel	12	1500	1500	30	333	12¾	Ball	Cov. B	Splines	Sp B	No	3,4,5	27
Jones	45	C, T	271	SP	Mo	11.87	9.37	1	1	Steel	12	1500	1500	44	333	13⅜	Ball	Cov. B	Splines	Sp B	No	3,4,5	28
Jones	Recess Flywh. 31A & C	C, T		SP	Mo	10.00	6.37	1	1	Steel	24	Var	Var		250		Ball	Cov. B	Splines	Sp B	No		
Jones	Recess Flywheel 55	C, T		SP	Mo	9.25	5.25	1	1	Steel	24	Var	Var		200		Ball	Cov. B	Splines	Sp B	No		
Jones	Recess Flywheel 52	C, T, B	260	SP	W-M	11.00	6.50	1	1	Steel	24	Var	Var	33	300	12.6	Ball	Cov. B	Splines	Sp B	No		27
Jones	Flat Flywheel 54	C, T	175	SP	Mo	9.87	5.87	1	1	Steel	24	Var	Var	35	250	11.2	Ball	Cov. B	Splines	None	No		18
Jones	Recess Flywheel 56	C, T	200	SP	Mo	9.50	5.50	1	1	Steel	24	Var	Var	32	250	11.4	Ball	Cov. B	Splines	None	No		20
Jones	Flat Flywheel 57	C, T	200	SP	Mo	9.50	5.50	1	1	Steel	24	Var	Var	32	250	12.2	Ball	Cov. B	Splines	None	No		21
Jones	40	T, B	520	SP	W-M	13.87	7.25	1	1	Steel	24	Var	Var	Var		15.5	Ball	Cov. B	Splines	No	No	1,2,3	46
Jones	37	T, B, Tr	380	SP	W-M	12.87	7.00	1	1	Steel	24	Var	Var	Var		14.5	Ball	Cov. B	Splines	No	No	1,2,3	39
Lipe	13-2-6400	C, B, T, Tr	535	DP	W-M	12.87	7.25	2	2	Spec. I	1	465	2400	26.9	465	15.6	Ball	Pins°	Splines	Shims	No	1,2,3	72
Lipe	14-SP-4200	C, B, T, Tr	360	SP	W-M	13.87	7.25	1	1	Spec. I	1	350	1920	17.4	350	15.6	Ball	Lugs	Splines	Shims	No	1,2,3	59
Lipe	13-SP-3200	T, B, Tr	268	SP	W-M	12.87	7.25	1	1	Spec. I	1	350	1920	21.5	350	14.2	Ball	Lugs	Splines	Shims	No	1,2,3	47
Lipe	12-SP-2400	T, B, Tr	200	SP	W-M	11.87	7.25	1	1	Spec. I	1	350	1920	27.8	350	13.6	Ball	Lugs	Splines	Shims	No	1,2,3,4	39
Lipe	11-SP-2000	T, B, Tr	168	SP	W-M	10.87	6.75	1	1	Spec. I	1	350	1920	33.6	350	12.7	Opt	Lugs	Splines	Shims	No	1,2,3,4	32
Lipe	11-SP-2200	Trucks	185	SP-D	W-M	10.87	6.75	1	1	Spec. I	1	350	1920	33.6	350	12¾	Opt	Lugs	Splines	None	No	4,3,2	32
Lipe	14-SP-5200	Trucks, B	435	SP-D	W-M	13.87	7.25	1	1	Spec. I	1	465	3255	29.5	465	15⅝	Opt	Lugs	Splines	Shims	No	1,2,3	60
Lipe	15-SP-6200	Trucks, B	520	SP-D	W-M	15.00	8.00	1	1	Spec. I	1	465	2790	22.1	465	16¾	Opt	Lugs	Splines	Shims	No	0,1,2	68
Lipe	13-2HD-7200	T, B, Tr	600	DP	W-M	12.87	7.25	2	2	Spec. I	1	465	3255	36.5			Ball	Pins°	Splines	Shims	No	1,2	75
Long	Flat Flywheel 8-CF	C, T	125	SP	W-M	8.00	5.25	2	1	Steel	6	Var	Var	Var	Var	10	A-B	R.C.S	Splines	None	No	6	12½
Long	Flat Flywheel 9-CF	C, T	165	SP	W-M	9.00	5.75	2	1	Steel	6	Var	Var	Var	Var	11	A-B	R.C.S	Splines	None	No	5	15
Long	Flat Flywheel 10-CF	C, T, B, Tr	225	SP	W-M	10.00	6.00	2	1	Steel	9	Var	Var	Var	Var	12	A-B	R.C.S	Splines	None	No	5	21
Long	Flat Flywheel 11-CF	C, T, B, Tr	275	SP	W-M	11.00	6.50	2	1	Steel	9	Var	Var	Var	Var	13	A-B	R.C.S	Splines	None	No	4	23
Long	Flat Flywheel 12-CB	C, T, B, Tr	335	SP	W-M	12.00	7.00	2	1	Steel	12	Var	Var	Var	Var	14⅝	A-B	R.C.S	Splines	None	No	3	40
Long	13	T, B, Tr	350	SP	W-M	13.75	7.25	2	1	Steel	18	Var	Var	Var	Var	15½	A-B	R.C.S	Splines	SAL	No	3	62
Long	15	T, B, Tr	500	SP	W-M	15.50	9.00	2	1	Steel	18	Var	Var	Var	Var	17¾	A-B	R.C.S	Splines	SAL	No	1	80
Long	31-AD	T, B, Tr	300	DP	W-M	11.00	6.50	4	2	Steel	12	Var	Var	Var	Var	13	A-B	Studs	Splines	SAL	No	4	51
Long	34-BD	T, B, Tr	600	DP	W-M	13.75	7.25	4	2	Steel	18	Var	Var	Var	Var	16	A-B	Studs	Splines	SAL	No	3	85
Merchants & Evans	12-US	C, T, & B	2500	SP	Wo	11.87	8.25	2	1	Cast I	6	1200	1200	21.0	150	13⅝	Ball	Pins	Splines	Step R	No	1,2,3,4	22
Merchant & Evans	12-UD	C, T & B	3500	MD	Wo	11.18	7.18	3	2	Cast I	6	1200	1200	21.0	150	13⅝	Ball	Pins	Splines	Step R	No	1,2,3,4	24
Merchant & Evans	10-US	C, T & Tr	2000	SP	Wo	9.87	6.75	2	1	Cast I	6	1200	1200	29.0	150	11¼	Ball	Pins	Splines	Step R	No	1,2,3,4	18
Rockford	8-II	C, T	98	SP	Mo	7.87	5.37	1	1	Al St	6	720	720	27.6	213	9⅜	Ball	Studs	Splines	SCL	No	4,5	
Rockford	9-II, 9-II-1	C, T, B	145	SP	Mo	8.87	5.75	1	1	Al St	6	930	930	25.9	221	10⅜	Ball	Studs	Splines	SCL	No	2,3,4,5	
Rockford	10-II-1, 10-II	C, T, B, Tr	170	SP	Mo	9.87	6.62	1	1	Al St	6	990	990	23.5	235	11⅜	Ball	Studs	Splines	SCL	No	2,3,4,5	
Rockford	11-II	C, T, B, Tr	262	SP	Mo	10.87	6.87	1	1	Al St	9	1395	1395	25.0	350	12⅝	Ball	Studs	Splines	SCL	No	2,3,4	
Rockford	12-II	C, T, B, Tr	347	SP	Mo	11.87	6.87	1	1	Al St	9	1665	1665	22.6	420	13⅜	Ball	Studs	Splines	SCL	No	2,3,4	
Rockford	9-TT	C, T, B	210	SP	W-M	9.00	5.75	1	1	Al St	12	1350	1350	36.0	295	11⅜	Ball	L.O.P	Splines	SCP	No	2,3,4,5	
Rockford	10-TT	C, T, B, Tr	225	SP	W-M	9.87	6.12	1	1	Al St	12	1350	1350	28.0	295	12	Ball	L.O.P	Splines	SCP	No	2,3,4,5	
Rockford	9-RR	C, T	173	SP	Mo	8.87	5.75	1	1	Al St	6	1110	1110	30.9	265	10⅝	Ball	L.O.P	Splines	SCL	No	2,3,4,5	
Rockford	10-RR	C, T	201	SP	Mo	9.87	6.62	1	1	Al St	6	1170	1170	27.7	285	11⅜	Ball	L.O.P	Splines	SCL	No	2,3,4,5	
Rockford	11-TT	C, T, B, Tr	270	SP	Mo	10.87	6.87	1	1	Al St	12	1440	1440	25.8	360	13⅜	Ball	L.O.P	Splines	SCL	No	2,3,4	
Rockford	15-Q	T, B, Tr	690	SP	Mo	15.00	8.00	1	1	Al St	9	2880	2880	22.8	69	17¼	Ball	L.O.P	Splines	SSP	No	1,2,3	
Spicer	Automatic	Cars	150	SP	Spec	10.25	5.75	2	1		6	Var	Var	Var	Var			Keys			No		

ABBREVIATIONS:

°—Others Also
*—Varies According to Load
A-B—Annular or Ball Thrust
Al St—Alloy Steel
Anu—Annular Ball Thrust
B—Buses
B-P—Ball Thrust or Plain
Br & St—Bronze and Steel
C—Cars
Cast I—Cast Iron
Cov. B—Cover Bolts
DP—Double Plate
Gear T—Gear Teeth
I—Iron
L&P—Lugs and Pins
L.O.P.—Lugs on Pressure Plate
MD—Multiple Dry Disc
MO—Multiple Disk in Oil
Mo—Molded Composition
Nic. I—Nickel Iron
Opt—Optional
R.C.S.—Retaining Cap Screws
SAL—Self Adjusting & Screws in Clutch Levers
SCL—Screws in Clutch Levers
SCP—Screws on Cover Plate
Self A—Self Adjusting
SP—Single Plate
Sp B—Spring Bolts
SP-D—Single Plate, Dry
Spec—Special
SSP—Screws in Studs in Pressure Plates
Step R—Stepped Ring
T—Trucks
Tr—Tractors
ThR—Threaded Ring
Var—Varies
W-M—Woven Fabric or Molded
Wo—Woven Fabric

AMERICAN STOCK

MAKE AND MODEL	Designed for	Type	BEARINGS: Main Shaft	BEARINGS: Pilot	BEARINGS: Secondary Shaft	Inside Distance Between Bearings on Main Shaft (Ins.)	Dist. Between Center Lines of Main and Sec'y Shafts (Ins.)	Number of Forward Speeds	Type of Direct Drive Clutch	TYPE OF GEAR TEETH USED FOR: First Speed	Second Speed	Third Speed	Fourth Speed	Fifth Speed	Sixth Speed	Seventh Speed	Eighth Speed	Reverse	Countershaft Drive	MATERIAL: Housing	Shaft S.A.E. No.	Gear S.A.E. No.
Brown-Lipe....1431	Buses	Con..	Ball..	Rol..	Rol..	.....	4.09	3	G-T..	Sp..	Hl..	.....	.....	.....	.....	.....	.....	Sp..	Hl..	CI....	4615	4620
Brown-Lipe....2252	Trucks	Con..	Ball..	Rol..	B&R..	.....	4.42	5	G-T..	Sp..	Sp..	Hl..	Hl..	Hl..	.....	.....	.....	Sp..	Hl..	CI....	4615	4620
Brown-Lipe....2253	Trucks	C&C..	Ball..	Rol..	Ball..	.....	4.42	5	G-T..	Sp..	Sp..	Hl..	Hl..	Hl..	.....	.....	.....	Sp..	Hl..	CI....	4615	4620
Brown-Lipe....2352	Trucks	Con..	Ball..	Rol..	B&R..	.....	4.75	5	G-T..	Sp..	Sp..	Hl..	Hl..	Hl..	.....	.....	.....	Sp..	Hl..	CI....	4615	4620
Brown-Lipe....2353	Trucks	Con..	Ball..	Rol..	B&R..	.....	4.75	5	G-T..	Sp..	Sp..	Hl..	Hl..	Hl..	.....	.....	.....	Sp..	Hl..	CI....	4615	4620
Brown-Lipe....3241	Trucks	C&C..	B&R..	Rol..	Ball..	.....	4.75	4	G-T..	Sp..	Sp..	Hl..	Hl..	.....	.....	.....	.....	Sp..	Hl..	CI....	4615	4620
Brown-Lipe....3341	T, B	C&C..	B&R..	Rol..	Ball..	.....	4.75	4	G-T..	Sp..	Sp..	Hl..	Hl..	.....	.....	.....	.....	Sp..	Hl..	CI....	4615	4620
Brown-Lipe....3440	Trucks	C&C..	B&R..	Rol..	B&R..	.....	4.75	4	G-T..	Sp..	Sp..	Hl..	Hl..	.....	.....	.....	.....	Sp..	Hl..	CI....	4615	4620
Brown-Lipe....3352	Trucks	C&C..	Ball..	Rol..	B&R..	.....	5.50	5	G-T..	Sp..	Sp..	Dir..	Hl..	.....	.....	.....	.....	Sp..	Hl..	CI....	4615	4620
Brown-Lipe....3353	Trucks	C&C..	Ball..	Rol..	B&R..	.....	5.50	5	G-T..	Sp..	Sp..	Hl..	Hl..	Hl..	.....	.....	.....	Sp..	Hl..	CI....	4615	4620
Brown-Lipe....3481	Trucks	C&C..	B&R..	Rol..	Ball..	.....	4.75	8	G-T..	Sp..	Sp..	Hl..	Hl..	Hl..	Hl..	Hl..	Hl..	Sp..	Hl..	CI....	4615	4620
Brown-Lipe....5031	Buses	C&C..	B&R..	Rol..	Rol..	.....	4.25	3	G-T..	Sp..	Hl..	.....	.....	.....	.....	.....	.....	Sp..	Hl..	CI....	4615	4620
Brown-Lipe....5331	Buses	C&C..	Ball..	Rol..	Ball..	.....	4.75	3	G-T..	Hl..	Hl..	.....	.....	.....	.....	.....	.....	Sp..	Hl..	Al....	4615	4620
Brown-Lipe....5241	Trucks	C&C..	B&R.	Rol..	Ball..	.....	5.50	4	G-T..	Sp..	Sp..	Hl..	Hl..	.....	.....	.....	.....	Sp..	Hl..	CI....	4615	4620
Brown-Lipe....5341	T, B	C&C..	B&R..	Rol..	Ball..	.....	5.50	4	G-T..	Sp..	Sp..	Hl..	Hl..	.....	.....	.....	.....	Sp..	Hl..	CI....	4615	4620
Brown-Lipe....5440	T, Tr	C&C..	B&R..	Rol..	B&R..	.....	5.50	4	G-T..	Sp..	Sp..	Dir..	Hl..	.....	.....	.....	.....	Sp..	Hl..	CI....	4615	4620
Brown-Lipe....5251	Trucks	C&C..	B&R..	Rol..	Ball..	.....	5.50	5	G-T..	Sp..	Sp..	Hl..	Hl..	Hl..	.....	.....	.....	Sp..	Hl..	CI....	4615	4620
Brown-Lipe....5351	Trucks	C&C..	B&R..	Rol..	Ball..	.....	5.50	5	G-T..	Sp..	Sp..	Hl..	Hl..	Hl..	.....	.....	.....	Sp..	Hl..	CI....	4615	4620
Brown-Lipe....5352	Trucks	C&C..	B&R.	Rol..	Ball..	.....	5.50	5	G-T..	Sp..	Sp..	Sp..	Hl..	.....	.....	.....	.....	Sp..	Hl..	CI....	4615	4620
Brown-Lipe....6031	Trucks	Con..	Rol..	Rol..	Rol..	.....	5.10	3	G-T..	Hl..	Hl..	.....	.....	.....	.....	.....	.....	Sp..	Hl..	CI....	4615	4620
Brown-Lipe....7131	Buses	C&C..	Ball..	Ball..	Rol..	.....	6.50	3	G-T..	Hl..	Hl..	Hl..	.....	.....	.....	.....	.....	.....	Hl..	CI....	4615	4620
Brown-Lipe....7241	T, B, Tr	C&C..	B&R..	Ball..	B&R..	.....	6.50	4	G-T..	Sp..	Sp..	Hl..	Dir..	.....	.....	.....	.....	Sp..	Hl..	Al....	4615	4620
Brown-Lipe....7341	T, B, Tr	C&C..	B&R..	Ball..	B&R..	.....	6.50	4	G-T..	Sp..	Sp..	Hl..	Dir..	.....	.....	.....	.....	Sp..	Hl..	CI....	4615	4620
Brown-Lipe....7440	T, Tr	C&C..	B&R..	Ball..	B&R..	.....	6.50	4	G-T..	Sp..	Sp..	Hl..	Dir..	.....	.....	.....	.....	Sp..	Hl..	CI....	4615	4620
Brown-Lipe....7351	T, Tr	Con..	B&R..	Rol..	B&R..	.....	6.50	4	G-T..	Sp..	Sp..	Dir..	Hl..	.....	.....	.....	.....	Sp..	Hl..	CI....	4615	4620
Brown-Lipe....222	T, Tr	Con..	Ball..	Rol..	Rol..	.....	6.50	5	G-T..	Sp..	Sp..	Hl..	Dir..	Hl..	.....	.....	.....	Sp..	Hl..	CI....	4615	4620
Brown-Lipe....221	T, Tr	Con..	Ball..	Rol..	Rol..	.....	4.00	2	G-T..	Sp..	Dir..	.....	.....	.....	.....	.....	.....	.....	.....	Sp..	CI....	3115	4620
Brown-Lipe....3222	T, Tr	Con..	Ball..	Ball..	Ball..	.....	4.00	2	G-T..	Sp..	Dir..	.....	.....	.....	.....	.....	.....	.....	.....	Sp..	CI....	3115	4620
Brown-Lipe....3221	T, Tr	Con..	Ball..	Ball..	Ball..	.....	4.75	2	G-T..	Hl..	Dir..	.....	.....	.....	.....	.....	.....	.....	.....	Hl..	CI....	4615	4620
Brown-Lipe....5221	T, Tr	Con..	Ball..	Ball..	Ball..	.....	5.50	2	G-T..	Hl..	Dir..	.....	.....	.....	.....	.....	.....	.....	.....	Hl..	CI....	4615	4620
Clark.....B100	Trucks	Cl..	Ball..	Rol..	Rol..	9 1/16	4.25	4	G-T..	Sp..	Sp..	Sp..	Dir..	.....	.....	.....	.....	Sp..	Sp..	CI....	4620	2315
Clark.....B300	Trucks	Cl..	Ball..	Rol..	Rol..	8 1/16	4.07	4	G-T..	Sp..	Sp..	Sp..	Dir..	.....	.....	.....	.....	Sp..	Sp..	CI....	4620	VMA5
Clark.....R500	Trucks	C&C..	Ball..	Rol..	B&R°.	10 1/8	4.07	5	G-T..	Sp..	Sp..	Sp..	Hl..	Dir..	.....	.....	.....	Sp..	Hl..	CI....	4620	2315°
Clark.....R900	T, B	C&C..	Ball..	Rol..	B&R..	12 3/16	5.17	5	G-T..	Sp..	Sp..	Sp..	Hl..	Dir..	.....	.....	.....	Sp..	Hl..	CI....	4620	VMA5
Clark.....AC300	Tr	Cl..	Ball..	Rol..	Rol..	8 3/8	4.07	4	G-T..	Sp..	Sp..	Sp..	Dir..	.....	.....	.....	.....	Sp..	Sp..	CI....	4620	VMA5
Clark.....R100	T, B	C&C..	Ball..	Rol..	B&R°.	11 7/8	4.25	5	G-T..	Sp..	Sp..	Sp..	Hl..	Dir..	.....	.....	.....	Sp..	Hl..	CI....	4620	4320°
Clark.....185F	Trucks	C&C..	Ball..	Rol..	B&R..	8 5/8	4.33	4	G-T..	Sp..	Sp..	Hl..	Dir..	.....	.....	.....	.....	Sp..	Hl..	CI....	4620	4620°
Clark.....200V	T, B	C&C..	Ball..	Rol..	B&R°	11 5/8	4.75	5	..	Sp..	Sp..	Hl..	Hl..	Dir..	.....	.....	.....	Sp..	Hl..	CI....	4620	4620°
Clark.....250V	T, B	C&C..	Ball..	Rol..	B&R°.	13 3/8	5.50	5	G-T..	Sp..	Sp..	Hl..	Hl..	Dir..	.....	.....	.....	Sp..	Hl..	CI....	4620	4620°
Clark.....325V	T, B	C&C..	Ball..	Rol..	B&R°.	15 3/4	5.90	5	G-T..	Sp..	Sp..	Hl..	Hl..	Dir..	.....	.....	.....	Sp..	Hl..	CI....	4620	4620°
Clark.....B710	Trucks	C&C..	Ball..	Rol..	B&G..	16 5/16	6.92	5	G-T..	Sp..	Sp..	Sp..	Dir..	Hl..	.....	.....	.....	Sp..	Hl..	CI....	4620	VMA5
Cotta.....A	T, B, Tr	Con..	Ball..	Rol..	B&G..	12 1/2	4.50	4	Jaw.	Sp..	Sp..	Sp..	Sp..	.....	.....	.....	.....	Sp..	.....	SS....	3120°	3120
Cotta.....FA	T, Tr	Con..	Ball..	Rol..	B&G..	16 1/2	6.75	3	Jaw.	Sp..	Sp..	Sp..	.....	.....	.....	.....	.....	Sp..	.....	SS°...	3120°	3120
Cotta.....FAA	T, Tr	Con..	Ball..	Rol..	B&G..	8 1/2	6.75	1-2	Jaw.	Sp..	Sp..	.....	.....	.....	.....	.....	.....	Sp..	.....	SS....	3120°	3120
Cotta.....JR		Con..	Ball..	Rol..	Rol..	5 3/4	4.50	1	Jaw.	Sp..	.....	.....	.....	.....	.....	.....	.....	Sp..	.....	SS....	3120	3120
Cotta.....RAU	T, Tr, B	Con..	Ball..	Rol..	Ball..	11 1/2	4.90	3	Jaw.	Sp..	Sp..	Sp..	.....	.....	.....	.....	.....	Sp..	.....	SS....	3120°	3120
Cotta.....SAU	T, Tr, B	Con..	Ball..	Rol..	Ball..	13	5.40	3	Jaw.	Sp..	Sp..	Sp..	.....	.....	.....	.....	.....	Sp..	.....	SS....	3120°	3120
Cotta.....TAU	T, Tr, B	Con..	Ball..	Rol..	Ball..	14 1/4	6.00	3	Jaw.	Sp..	Sp..	Sp..	.....	.....	.....	.....	.....	Sp..	.....	SS....	3120°	3120
Cotta.....T	T, Tr, B	Con..	Ball..	Rol..	Ball..	18 1/2	6.00	4	Jaw.	Sp..	Sp..	Sp..	Sp..	.....	.....	.....	.....	Sp..	.....	SS....	3120°	3120
Cotta.....TS	T, Tr	Con..	Ball..	Rol..	Ball..	7 1/4	6.00	1-2	Jaw.	Sp..	Sp..	.....	.....	.....	.....	.....	.....	Sp..	.....	SS....	3120°	3120
Cotta.....ZA	Buses	C&C..	Ball..	Rol..	Ball..	14	5.50	3	G-T..	Sp..	Sp..	Sp..	.....	.....	.....	.....	.....	Sp..	.....	SS....	3120°	3120
Cotta Gear....6U-4H	Trucks	Con..	Ball..	Rol..	Ball..	10 5/16	4.07	4	Jaw..	Sp..	He..	He..	He..	.....	.....	.....	.....	Sp..	He..	SS....	2340	2320
Cotta Gear....8U-5H	T, B	Con..	Ball..	Rol..	Ball..	10 1/2	4.50	5	Jaw..	He..	He..	He..	He..	He..	.....	.....	.....	He..	He..	SS....	2340	2320
Cotta Gear.....65	T, B	Con..	Ball..	Rol..	Ball..	12 1/2	5.40	5	Jaw..	He..	He..	He..	He..	.....	.....	.....	.....	He..	He..	SS....	2340	2320
Cotta Gear.....55	T, B	Con..	Ball..	Rol..	Ball..	11 3/8	5.00	5	Jaw..	He..	He..	He..	He..	He..	.....	.....	.....	He..	He..	SS....	2340	2320
Detroit.....NL	Cars	.....	.....	.....	.....	.....	.....	.....	G-T..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4615
Detroit.....NC	Cars	.....	.....	.....	.....	.....	.....	.....	G-T..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4615
Detroit.....SM-400ZA		.....	Ball..	Rol..	Pla..	8 3/8	3.28	3	G-T..	Sp..	Hl..	Sp..	.....	.....	.....	.....	.....	Sp..	Hl..	CI....	5140	4615
Detroit.....SM-400P	Cars	Syn..	Ball..	Rol..	Pla..	8 3/8	3.28	3	G-T..	Sp..	Hl..	Sp..	.....	.....	.....	.....	.....	Sp..	Hl..	CI....	5140	4615
Detroit.....SM-400J	Cars	Syn..	Ball..	Rol..	Pla..	8 3/8	3.28	3	G-T..	Sp..	Hl..	Sp..	.....	.....	.....	.....	.....	Sp..	Hl..	CI....	5140	5140
Fuller.....5-A-29	T, B, Tr	C&C..	Ball..	Rol..	Ball..	11.19	4.50	5	G-T..	Sp..	Sp..	Hl..	Hl..	Dir..	.....	.....	.....	.....	Hl..	CI....	2320	4620°
Fuller.....5-A-290	T, B, Tr	C&C..	Ball..	Rol..	Ball..	11.19	4.50	5	G-T..	Sp..	Sp..	Hl..	Dir..	Hl..	.....	.....	.....	.....	Hl..	CI....	2320	4620°
Fuller.....TDU	Taxi	Cl..	Ball..	Rol..	Rol..	6.12	5.83	3	G-T..	Sp..	Sp..	Dir..	.....	.....	.....	.....	.....	.....	Hl..	CI....	2320	4620°
Fuller.....2-A-53	Trucks	Con..	Ball..	Rol..	Ball..	5.09	5.83	2	G-T..	He..	.....	.....	.....	.....	.....	.....	.....	Sp..	Sp..	CI....	2320	2320
Fuller.....MHOG	Trucks	Cl..	Ball..	Ball..	Ball..	12.25	5.25	4	G-T..	Sp..	Sp..	Sp..	Dir..	.....	.....	.....	.....	No..	Sp..	CI....	2320	4620°
Fuller.....5-A-530	T, B	C&C..	Ball..	Rol..	Ball..	15.31	5.83	5	G-T..	Sp..	Sp..	Hl..	Dir..	Hl..	.....	.....	.....	Sp..	Sp..	CI....	2320	2512°
Fuller.....5-A-53	T, B	C&C..	Ball..	Rol..	Ball..	15.31	5.83	5	G-T..	Sp..	Sp..	Hl..	Hl..	Dir..	.....	.....	.....	Sp..	Hl..	CI....	2320	4620°
Fuller.....5-A-380	T, B	C&C..	Ball..	Ball..	Ball..	13.25	5.41	5	G-T..	Sp..	Sp..	Hl..	Hl..	Dir..	.....	.....	.....	Sp..	Hl..	CI....	2320	4620°
Fuller.....5-A-38	T, B	C&C..	Ball..	Ball..	Ball..	13.25	5.41	5	G-T..	Sp..	Sp..	Hl..	Hl..	Dir..	.....	.....	.....	Sp..	Hl..	CI....	2320	4620°
Fuller.....TU	Taxi, T	Cl..	Ball..	Ball..	Ball..	7.00	3.84	3	G-T..	Sp..	Sp..	Hl..	Hl..	Dir..	.....	.....	.....	Sp..	Hl..	CI....	2320	4620
Fuller.....MHU	T, B	Cl..	Ball..	Ball..	Ball..	12.26	5.25	4	G-T..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	CI....	2320	2320
Fuller.....MLU	Trucks	Cl..	Ball..	Rol..	Ball..	8.94	4.08	4	G-T..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	CI....	2320	2320
Fuller.....MRU	Trucks	Cl..	Ball..	Ball..	Ball..	10.50	5.10	4	G-T..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	CI....	2320	2320
Fuller.....MKU	Trucks	Cl..	Ball..	Rol..	Ball..	6.22	3.83	4	G-T..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	CI....	2320	2320
Fuller.....MGU	T, B	Cl..	Ball..	Ball..	Ball..	7.34	4.50	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	CI....	2320	2320
Fuller.....WO-BB	Trucks	Cl..	B&R.	Rol..	Rol..	5.87	3.92	4	G-T..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	CI....	2320	2320
Fuller.....3-AY	Trucks	.....	Ball..	Ball..	Ball..	15.50	6.10	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	CI....	2320	6150
Fuller.....2SC-2.75	T, B	Cl..	Ball..	Ball..	Ball..	4.66	3.84	2	G-T..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	CI....	2320	2320
										.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	CI....	2320	2512
Lipe.....S-5470	Buses	C&C..	Ball..	Rol..	B&R.°	22.0	8.00	5	G-T..	Sp..	Sp..	Hl..	Hl..	Hl..	.....	.....	.....	Sp..	Hl..	CI°...	2315	2315°
Lipe.....S-5400	Trucks	C&C..	Ball..	Rol..	B&R.°	22.0	7.00	5	G-T..	Sp..	Sp..	Hl..	Hl..	Hl..	.....	.....	.....	Sp..	Hl..	CI°...	2315	2315°
Lipe.....S-4275	T, B	C&C..	Ball..	Rol..	B&G..	16.0	5.75	4	G-T..	Sp..	Hl..	Hl..	Hl..	.....	.....	.....	.....	Sp..	Hl..	CI°...	2315	2315°
Lipe.....M-352	Tr	C&C..	Ball..	No..	B&G..	9.00	3.50	3	G-T..	Sp..	Sp..	Sp..	.....	.....	.....	.....	.....	Sp..	Sp..	CI....	3250	3250
Warner Gear.....T9	Trucks	Cl..	Ball..	Rol..	Rol°.	7.50	4.75	4	G-T..	Sp..	Sp..	Sp..	Dir..	.....	.....	.....	.....	Sp..	Sp..	CI....	5140	5140
Warner Gear.....T81	Cars	SynCl.	Ball..	Rol..	Pla..	8 3/16	2.94	3	G-T..	Sp..	Hl..	Dir..	.....	.....	.....	.....	.....	Sp..	.....	CI....	4620	2320
Warner Gear.....T82	Cars	SynCl.	Ball..	Rol..	Pla..	9 5/8	3.50	3	G-T..	Sp..	Hl..	Dir..	.....	.....	.....	.....	.....	Sp..	.....	CI....	4620	4620
Warner Gear.....T83	Cars	SynCl.	Ball..	Rol..	Rol..	7 1/4	2.94	3	G-T..	Sp..	Hl..	Dir..	.....	.....	.....	.....	.....	Sp..	.....	CI....	5140	4640
Warner Gear.....T85	Cars	SynCl.	Ball..	Rol..	Pla°..	8 3/8	3.25	3	G-T..	Hl..	Hl..	Dir..	.....	.....	.....	.....	.....	Hl..	.....	CI....	3120	5140

ABBREVIATIONS:
*—Four Wheel Drive
°—Others also
Al—Aluminum
Am—Amidships
B—Buses
Bgs—Behind Gearset
B&G—Ball and Reverse Roller Shaft or Gear
B&R—Ball and Roller
C—Cars
C&C—Constant Mesh and Clash
CI—Cast Iron
Ce—Center
Cl—Clash
Con—Constant Mesh
C-S—Center or Side
C-Syn—Constant Mesh and Synchronizing Clutch
Dir—Direct
E-A—Engine or Amidships

GEARSETS

Gear Teeth Pitch	Direct Drive On	GEAR RATIOS										Gearset Location	Control Location	Sold With Clutch	Standard Shift	Free Wheel Unit	Type of Free Wheel Unit	WEIGHT (Lbs.)			Recommended Type of Lubrication	MAKE AND MODEL
		Low	Second	Third	Fourth	Fifth	Sixth	Seventh	Eighth	Reverse	Overdrive							Cast Iron	Aluminum	Semi-Steel		
7-6	3	2.78	1.86	1.00	....	....	....	....	....	3.37	....	Eng...	Ce..	Opt..	Y...	No..	....	....	....	....	Oil..	Brown-Lipe.... 1431
7-6	5	7.32	4.25	2.21	1.40	1.00	....	....	....	7.32	....	Eng..	Ce..	Opt..	Y...	No..	....	....	....	....	Oil..	Brown-Lipe.....2252
7-6	4	5.23	3.30	1.70	1.00	.78	....	....	....	5.23	.78	Eng..	Ce..	Opt..	Y...	No..	....	....	....	....	Oil..	Brown-Lipe.....2253
6	5	7.70	4.55	2.35	1.45	1.00	....	....	....	7.70°	....	Eng..	Ce..	Opt..	Y...	No..	....	....	....	....	Oil..	Brown-Lipe.....2352
6	4	6.12	3.62	1.87	1.00	.79	....	....	....	6.12°	.79	Eng..	Ce..	Opt..	Y...	No..	....	....	....	....	Oil..	Brown-Lipe.....2353
6	4	7.00	3.90	1.91	1.00	....	....	....	....	8.10	....	Eng..	Ce..	Opt..	Y...	No..	....	225	....	....	Oil..	Brown-Lipe.....3241
6	4	6.30	3.51	1.68	1.00	....	....	....	....	7.29	....	Eng..	Ce..	Opt..	Y...	No..	....	225	....	....	Oil..	Brown-Lipe.....3341
6	3	3.87	1.86	1.00	.73	....	....	....	....	4.48	.73	Eng..	Ce..	Opt..	Y...	No..	....	225	....	....	Oil..	Brown-Lipe.....3440
6	5	7.93	4.58	2.47	1.46	1.00	....	....	....	7.93°	....	Eng..	Ce....	Opt..	Y...	No..	....	....	....	....	Oil..	Brown-Lipe.....3352
6	4	6.54	3.77	1.92	1.00	.77	....	....	....	6.54°	.77	Eng..	Ce....	Opt..	Y...	No..	....	....	....	....	Oil..	Brown-Lipe.....3353
6	7	8.31	4.00	3.87	2.15	1.86	1.57	1.00	.73	9.62°	.73	E-A...	Ce....	Opt..	Y...	No..	....	360	....	....	Oil..	Brown-Lipe.....3481
7-6	3	4.03	1.98	1.00	....	....	....	....	....	4.96	....	Eng..	C-S...	Opt..	Y...	No..	....	....	....	....	Oil..	Brown-Lipe.....5031
6	3	3.72	1.88	1.00	....	....	....	....	....	4.21	....	Eng..	Si....	Opt..	Y...	No..	....	....	....	....	Oil..	Brown-Lipe.....5331
6	4	7.14	3.44	1.84	1.00	....	....	....	....	8.11	....	Eng..	Ce....	Opt..	Y...	No..	....	320	....	....	Oil..	Brown-Lipe.....5241
6	4	6.63	3.20	1.70	1.00	....	....	....	....	7.53	....	Eng..	Ce....	Opt..	Y...	No..	....	320	....	....	Oil..	Brown-Lipe.....5341
6	3	3.90	1.88	1.00	.75	....	....	....	....	4.43	.75	Eng..	Ce....	Opt..	Y...	No..	....	320	....	....	Oil..	Brown-Lipe.....5440
6	4	7.14	3.44	1.84	1.00	.79	....	....	....	8.11	.79	Eng..	Ce....	Opt..	Y...	No..	....	410	....	....	Oil..	Brown-Lipe.....5251
6	4	6.63	3.20	1.70	1.00	.74	....	....	....	7.53	.74	Eng..	Ce....	Opt..	Y...	No..	....	410	....	....	Oil..	Brown-Lipe.....5351
6	5	7.70	4.85	2.56	1.43	1.00	....	....	....	6.54	....	Eng..	Ce....	Opt..	Y...	No..	....	410	....	....	Oil..	Brown-Lipe.....5352
6-5	2	2.22	1.00	.69	....	....	....	....	....	....	.69	Am.	Ce....	No..	Y...	No..	....	200	....	....	Oil..	Brown-Lipe.....6031
6	3	3.80	1.74	1.00	....	....	....	....	....	3.41	....	Eng..	C-S...	Opt..	Y...	No..	....	....	....	....	Oil..	Brown-Lipe.....7131
6	4	7.10	3.89	1.96	1.00	....	....	....	....	9.24	....	E-A..	Ce....	Opt..	Y...	No..	....	480	....	....	Oil..	Brown-Lipe.....7241
6	4	6.27	3.43	1.73	1.00	....	....	....	....	8.15	....	E-A..	Ce....	Opt..	Y...	No..	....	480	....	....	Oil..	Brown-Lipe.....7341
6	3	3.72	2.04	1.00	.77	....	....	....	....	4.84	.77	Eng..	Ce....	Opt..	Y...	No..	....	480	....	....	Oil..	Brown-Lipe.....7440
6	4	6.27	3.43	1.73	1.00	.67	....	....	....	8.15	.67	Eng..	Ce....	Opt..	Y...	No..	....	580	....	....	Oil..	Brown-Lipe.....7351
6	2	1.52	1.00	....	....	....	....	....	....	....	....	Am..	Si....	....	Y...	No..	....	95	....	....	Oil..	Brown-Lipe.....222
6	1	1.00	.75	....	....	....	....	....	....	....	.75	Am..	Si....	....	Y...	No..	....	95	....	....	Oil..	Brown-Lipe.....221
6	2	2.15	1.00	....	....	....	....	....	....	....	....	Am..	Ce....	....	....	No..	....	135	....	....	Oil..	Brown-Lipe.....3222
6	1	1.00	.79	....	....	....	....	....	....	....	.79	Am..	Ce....	....	Y...	No..	....	135	....	....	Oil..	Brown-Lipe.....3221
6	2	2.34	1.00	....	....	....	....	....	....	....	....	Am..	Ce....	....	Y...	No..	....	190	....	....	Oil..	Brown-Lipe.....5221
6°	4	6.50	4.00	2.08	Dir.	....	....	....	....	7.58	....	Eng..	Ce....	No..	Y...	No..	....	180	....	....	Oil..	Clark.....B100
7°	4	6.57	3.58	1.73	Dir.	....	....	....	....	7.88	....	Eng..	Ce....	No..	Y...	No..	....	145	....	....	Oil..	Clark.....B300
8.84°	5	7.23	4.32	2.24	1.42	Dir.	....	....	....	5.48	....	Eng..	Ce....	No..	Y...	No..	....	155	....	....	Oil..	Clark.....R500
6.87°	5	8.13	4.04	2.38	1.43	Dir.	....	....	....	6.62	....	Eng..	Ce....	No..	Y...	No..	....	285	....	....	Oil..	Clark.....R900
7	4	3.70	2.54	1.92	....	....	....	....	....	4.44	....	Eng..	Ce....	No..	Y...	No..	....	105	....	....	Oil..	Clark.....AC300
8.82°	5	7.08	3.98	2.25	1.41	Dir.	....	....	....	5.66	....	Eng..	Ce....	No..	Y...	No..	....	190	....	....	Oil..	Clark.....R100
7-9°	4	6.35	3.31	1.73	Dir.	....	....	....	....	7.54	....	Eng..	Ce....	No..	Y...	No..	....	....	....	....	Oil..	Clark.....185P
7-9°	5	7.58	4.38	2.40	1.48	Dir.	....	....	....	6.10	Opt..	Eng..	Ce....	No..	Y...	No..	....	185	....	....	Oil..	Clark.....200V
7-9°	5	7.88	4.46	2.63	1.48	Dir.	....	....	....	7.88	Opt..	Eng..	Ce....	No..	Y...	No..	....	290	....	....	Oil..	Clark.....250V
6-8	5	8.05	4.69	2.57	1.45	Dir.	....	....	....	8.05	Opt..	Eng..	Ce....	No..	Y...	No..	....	350	....	....	Oil..	Clark.....325V
6-8°	4	6.50	3.82	1.67	Dir.	....	....	....	....	8.00	.79	Am..	Ce....	No..	Y...	No..	....	420	....	....	Oil..	Clark.....B710
6-8	4	5.20	3.68	1.85	1.00	....	....	....	....	4.66	....	Eng..	Ce....	Opt..	Y...	No..	....	....	....	165	NoF..	Cotta.....A
4-5	3	4.00	2.00	1.00	....	....	....	....	....	4.12	....	Am..	....	Opt..	....	No..	....	....	....	575	NoF°	Cotta.....FA
4-5	2	4.75	1.00	....	....	....	....	....	....	4.12	....	Am..	....	Opt..	....	No..	....	....	....	250	NoF..	Cotta.....FAA
6-8	F	....	....	....	....	....	....	....	....	1.00	....	Eng..	Si....	Opt..	....	No..	....	....	....	150	NoF..	Cotta.....JR
5½-7½	3	3.68	1.85	1.0	....	....	....	....	....	4.66	....	Eng..	Ce....	Opt..	Y...	No..	....	....	....	250	NoF..	Cotta.....RAU
5-7	3	3.68	1.85	1.0	....	....	....	....	....	4.66	....	Eng..	Ce....	Opt..	Y...	No..	....	....	....	325	NoF..	Cotta.....SAU
4½-6	3	5.20	2.5	1.0	....	....	....	....	....	4.66	....	Eng..	Ce....	Opt..	Y...	No..	....	....	....	400	NoF..	Cotta.....TAU
4½-6	4	5.20	3.68	1.85	1.0	....	....	....	....	4.66	....	Am..	....	Opt..	....	No..	....	....	....	410	NoF..	Cotta.....T
4½-6	F	5.20	1.00	....	....	....	....	....	....	4.66	....	Am..	....	Opt..	....	No..	....	....	....	210	NoF..	Cotta.....TS
6-8	3	2.88	1.56	1.00	....	....	....	....	....	4.46	....	Am..	....	Opt..	....	No..	....	....	....	325	NoF..	Cotta.....ZA
7	4	7.4	3.20	1.57	1.00	....	....	....	....	7.4	....	Eng..	Ce....	No..	Y...	No..	....	....	....	....	Oil..	Cotta Gear....6U-4H
6-8	5	8.5	4.63	2.92	1.59	1.00	....	....	....	9.0°	....	Eng..	Ce....	No..	....	No..	....	....	....	....	Oil..	Cotta Gear....8U-5H
5-7	5	8.31	4.75	2.80	1.60	1.00	....	....	....	6.33°	....	Am..	Ce....	No..	No..	No..	....	....	....	....	Oil..	Cotta Gear.....65
5½	5	8.31	4.75	2.80	1.60	1.00	....	....	....	11.08°	....	Am..	Ce....	No..	No..	No..	....	....	....	....	Oil..	Cotta Gear.....55
....	....	....	....	....	....	....	....	....	....	....	....	....	Si....	....	....	Bgs...	Rol..	....	....	....	Oil..	Detroit.....NL
....	....	....	....	....	....	....	....	....	....	....	....	....	Si....	....	....	Bgs...	Rol..	....	....	....	Oil..	Detroit.....NC
Var....	3	2.87	1.68	Dir.	....	....	....	....	....	3.75	....	Eng..	Ce....	No..	Y...	No..	....	93	....	....	Oil..	Detroit...SM-400ZA
Var....	3	2.87	1.55	Dir.	....	....	....	....	....	3.75	....	Eng..	Ce....	No..	Y...	No..	....	91	....	....	Oil..	Detroit...SM-400P
Var....	3	2.87	1.55	Dir.	....	....	....	....	....	3.75	....	Eng..	Ce....	No..	Y...	No..	....	89	....	....	Oil..	Detroit...SM-400J
7-8	5	7.53	4.30	2.52	1.42	1.00	....	....	....	5.96	....	Eng..	Ce....	Opt..	Y...	No..	....	196	....	....	Oil..	Fuller.....5-A-29
7-8	4	6.10	3.48	2.04	1.00	.77	....	....	....	4.85	.77	Eng..	Ce....	Opt..	Y...	No..	....	196	....	....	Oil..	Fuller.....5-A-290
6-8	3	2.88	1.60	Dir.	....	....	....	....	....	2.44	....	Eng..	Ce....	Y...	Y...	No..	....	120	....	....	Oil..	Fuller.....TDU
Var....	2	1.58	....	....	....	....	....	....	....	No.	....	Am..	Si....	....	No..	No..	....	150	....	....	Oil..	Fuller.....2-A-53
Var....	4	3.21	1.62	1.00	.74	....	....	....	....	4.06	.74	Am..	Top...	No..	No..	No..	....	215	....	....	Oil..	Fuller.....MHOG
Var....	4	7.05	4.18	1.94	1.00	.79	....	....	....	7.53	.79	Eng..	Ce....	Opt..	Y...	No..	....	330	....	....	Oil..	Fuller.....5-A-530
Var....	5	8.07	4.79	2.62	1.42	Dir.	....	....	....	8.62	....	Eng..	Ce....	Opt..	Y...	No..	....	330	....	....	Oil..	Fuller.....5-A-53
Var....	4	7.00	4.18	1.93	Dir.	.78	....	....	....	7.18	.78	Eng..	Ce....	Opt..	Y...	No..	....	287	....	....	Oil..	Fuller.....5-A-380
Var....	5	7.90	4.72	2.40	1.42	1.00	....	....	....	8.10	....	Eng..	Ce....	Opt..	Y...	No..	....	287	....	....	Oil..	Fuller.....5-A-38
6-8	3	2.90	1.70	1.00	....	....	....	....	....	3.50	....	Eng..	Ce....	Y...	Y...	....	....	163	....	....	Oil..	Fuller.....TU
4½-6	4	6.30	3.20	1.70	1.00	....	....	....	....	6.30	....	SU°..	Ce....	Y...	Y...	....	....	215°	....	....	Oil..	Fuller.....MHU
5-7	4	6.36	3.57	1.78	1.00	....	....	....	....	7.85	....	Eng..	Ce....	Y...	Y...	....	....	200	....	....	Oil..	Fuller.....MLU
5-7	4	6.15	3.45	1.82	1.00	....	....	....	....	7.92	....	Eng..	Ce....	Y...	Y...	....	....	245°	....	....	Oil..	Fuller.....MRU
Var....	4	6.50	3.90	2.06	1.00	....	....	....	....	2.70	....	Eng..	Ce....	Y...	Y...	....	....	....	....	....	Oil..	Fuller.....MKU
Var....	4	6.50	3.70	1.90	1.00	....	....	....	....	7.80	....	Eng..	Ce....	Y...	Y...	....	....	....	....	....	Oil..	Fuller.....MGU
6-8	4	6.16	3.18	1.75	1.00	....	....	....	....	7.25	....	Eng..	Ce....	No..	Y...	....	....	102	....	....	Oil..	Fuller.....WO-BB
5-4½	2	1.99	1.00	.77	....	....	....	....	....	....	....	SU...	SU..	No..	Y...	....	....	360	....	....	Oil..	Fuller.....3-AY
Var....	2	2.75	1.00	....	....	....	....	....	....	....	....	Eng..	Ce....	Y...	Y...	....	....	135	....	....	Oil..	Fuller.....2SC-2.75
6-8	4	5.50	2.94	1.72	1.00	.76	....	....	....	6.30	.76	E-A...	Ce....	Opt..	Y...	No..	....	685	460	....	Oil..	Lipe.....S-5470
6-8	4	6.31	3.84	1.80	1.00	.76	....	....	....	7.24	.76	E-A...	Ce....	Opt..	Y...	No..	....	685	460	....	Oil..	Lipe.....S-5400
6-8	3	4.16	1.71	1.00	.76	....	....	....	....	5.23	.76	E-A...	Ce....	Opt..	Y...	No..	....	390	315	....	Oil..	Lipe.....S-4275
6-8	0	2.23	1.00	.61	....	....	....	....	....	1.38	.61	RA....	Ce....	Opt..	No..	No..	....	109	....	....	NoF..	Lipe.....M-352
7	4	6.40	3.09	1.69	1.00	....	....	....	....	7.82	....	Eng..	Ce....	No..	Y...	No..	....	102	....	....	Oil..	Warner Gear.....T9
8-10	3	2.86	1.65	1.00	....	....	....	....	....	3.44	....	Eng..	Ce....	No..	Y...	Bgs..	Rol..	110	....	....	Oil..	Warner Gear.....T81
7-9	3	2.83	1.70	1.00	....	....	....	....	....	3.40	....	Eng..	Ce....	No..	Y...	Bgs..	Rol..	125	....	....	Oil..	Warner Gear.....T82
8-9¼	3	2.82	1.60	1.00	....	....	....	....	....	3.39	....	Eng..	Ce....	No..	Y...	Bgs..	Rol..	72	....	....	Oil..	Warner Gear.....T83
9¼	3	2.53	1.52	1.00	....	....	....	....	....	3.16	.705	Eng..	Ce....	No..	Y...	Bgs..	Rol..	150	....	....	Oil..	Warner Gear.....T85

Eng—Unit with Engine
F—Forward
G-T—Gear Teeth
He—Herringbone

Hl—Helical
I-C—Individual Clutch and Clash
IndC—Individual Clutch
No—No or None

NoF—Non Fluid
Opt—Optional
Pla—Plain
RA—Rear Axle

Rol—Roller
SeU—Separate Unit
Si—Side
Sp—Spur

Spec—Special
SS—Semi-Steel
Syn—Synchronizing Clutch
T—Trucks

Tr—Tractors
Var—Varies
Y—Yes

AMERICAN AIRPLANE ENGINES

ENGINE MAKE AND MODEL	Department of Commerce License or A.T.C. No.	CYLINDER DATA: Cooling Medium	Arrangement	Number of Cylinders Bore and Stroke	Total Piston Displacement (Cu. Ins.)	Compression Ratio (to 1)	B.M.E.P. at Rated H.P. (Lbs. per Sq. In.)	Blower Ratio (to 1)	Cylinder Material	Number of Valves per Cylinder: Intake	Exhaust	Valve Location	RATING: Mfgr's Rated H.P. at Specified R.P.M.	At Sea Level or Altitude	Octane Rating of Fuel Required	Normal Crankshaft R.P.M.	Propeller Drive	Consumption per Brake H.P.Hour: Gasoline (Lbs.)	Oil (Lbs.)	WEIGHTS: Engine Dry (Lbs.) Without Hub or Starter	Per Rated H.P. (Lbs.)	CARBURETORS: Number and Make Fitted	Fuel Pump Supplied	IGNITION SYSTEMS: Make	Current Sources	Number	Spark Plug Make and Number per Cylinder	STARTING: Make	Method	INSTALLATION DIMENSIONS: OVERALL Length (Ins.)	Height (Ins.)	Width (Ins.)	Height above Engine Bed	Center to Center Engine Bearers	Price Complete at Factory
Aeromarine.....AR3	74	Air	Rad.	3-4½x4	160	5.0	118	.....	9	1	1	I	50-2100	SL	....	2100	D	....	....	150	3.00	1-Str.	No.	Bos	Mag.	2	BG-2	.....	PS.	23⅝	34¼	34¼	.....	.....	560.00
Aeromarine.....AR340	.....	Air	Rad.	3-4½x4	160	5.0	97	.....	9	1	1	I	40-2050	SL	....	2050	D	....	....	140	3.15	1-Str.	No.	Bos	Mag.	1	BG-1	.....	PS.	23⅝	34¼	34¼	.....	.....	510.00
Aeronca.....E-107A	.....	Air	Hor.	2-4½x4	107	4.0	88	.....	6	1	1	L	30-2500	SL	....	2500	D	.58	.12	105	3.16	1-Zen	No.	Bos	Mag.	1	Cha-1	.....	PS.	24	25½	26	.....	.....	400.00
Aeronca.....E-113B	71	Air	Hor.	2-4¼x4	113.5	5.4	112	.....	8	1	1	I	40-2500	SL	....	2400	D	.55	.25	118	3.40	1-Zen	No.	Bos	Mag.	1	BG-1	.....	PS.	24	25½	34½	.....	.....	675.00
Airex.....RX-7	.....	Air	Rad.	9-6x7⅛	1820	7.5	165	3.0	2	1	1	LI	700-1850	SL	70	1850	D	.45	.02	700	1.00	1-Own	Yes.	Bos	Mag.	2	BG-2	Ecl	In.	38	50	50	.....	.....	.....
Airex.....RX-10	.....	Air	Rad.	11-6¼x7¼	2400	7.5	169	3.0	2	1	1	LI	1100-2150	SL	70	1850	D	.45	.02	850	.77	1-Own	Yes.	Bos	Bat.	2	BG-2	Ecl	In.	39	55	55	.....	.....	.....
Airex.....RX-20	.....	Air	Rad.	22-6¼x7¼	4800	7.5	172	3.0	2	1	1	LI	2400-2300	SL	70	1950	G	.42	.02	1600	.67	2-Own	Yes.	Bos	Bat.	4	BG-2	Bos	EM.	49	55	55	.....	.....	.....
American Cirrus.....Upright	.....	Air	I-L	4-4.33x5.12	302	5.2	113	.....	6	1	1	I	90-2100	SL	....	2100	D	.54	.02	275	3.00	1-Str.	No.	Scin	Mag.	2	-2	None	PS.	38½	36⅜	18¾	.....	.....	.....
American Cirrus.....Inverted	.....	Air	IV-L	4-4.33x5.12	302	5.2	119	.....	6	1	1	I	95-2100	SL	....	2100	D	.54	.02	273	2.90	1-Str.	No.	Scin	Mag.	2	-2	None	PS.	.....	.....	.....	.....	.....	.....
Continental.....A40-2	72	Air	Hor.	4-3½x3¾	115	5.2	100	None	4	1	1	L	37-2550	SL	63	2550	D	1.00	.025	144	3.90	1-Str.	No.	Scin°	Mag.	1	BG-1	None	PS.	24	21⅝	25½	.....	.....	540.00
Continental.....A70-2	32	Air	Rad.	7-4⅝x4⅝	540	5.4	121	None	2	1	1	I	165-2000	SL	56	2000	D	.54	.025	400	2.40	1-Str.	No.	Scin	Mag.	2	BG-2	Ecl	Opt.	29½	42¾	42¾	.....	.....	2000.00
Continental.....R670	80	Air	Rad.	7-5¼x4⅝	670	5.4	124	None	2	1	1	I	210-2000	SL	66	2000	D	.54	.025	425	2.00	1-Str.	No.	Scin	Mag.	2	BG-2	Ecl	Opt.	29⅛	42½	42½	.....	.....	2650.00
Continental.....R670-B	120	Air	Rad.	7-5¼x4⅝	670	6.1	133	None	2	1	1	I	225-2000	SL	80	2000	D	.50	.025	425	1.90	1-Str.	No.	Scin	Mag.	2	BG-2	Ecl	Opt.	29⅛	42½	42½	.....	.....	2650.00
Guiberson Diesel.....A-980	79	Air	Rad.	9-4⅝x6	982	14.7	77	.....	6	Single		I	185-1925	SL	....	1700	D	.48	.025	509	2.74	.....	.....	.....	.....	.....	.....	.....	Ecl	Opt.	34	46	.....	.....	.....	.....
Guiberson Diesel.....A-918	.....	Air	Rad.	9-4¾x5¾	918	15.1	99	.....	6	Single		I	230-2000	SL	....	1700	D	.48	.025	530	2.30	.....	.....	.....	.....	.....	.....	.....	Ecl	Opt.	34⅝	46¾	.....	.....	.....	.....
Heath[1].....B-4	E-43	Air	I-L	4-2¾x3½	83	4.6	85	.....	6	1	1	L	25-2800	SL	....	2500	D	.80	....	110	4.40	1-Zen	No.	Bos	Mag.	1	BG-1	None	PS.	25	24	15	.....	.....	300.00
Hudson Hawk.....6-100	.....	Air	Rad.	6-3⅞x5¼	372	6.0	118	.....	1	2	2	L	100-1800	SL	....	1800	D	.53	.015	225	2.25	1-Str.	No.	Scin	Mag.	2	Opt-2	Opt	Opt.	29	33	.....	.....	.....	950.00
Hudson Hawk.....3-I	.....	Air	Rad.	3-3⅞x5¼	186	6.0	118	.....	1	2	2	L	50-1800	SL	....	1800	D	.54	.015	125	2.50	1-Str.	No.	Scin	Mag.	2	Opt-2	Opt	Opt.	29	33	.....	.....	.....	475.00
Jacobs.....L-4	121	Air	Rad.	7-5¼x5	757	5.38	118	.....	8	1	1	I	225-2000	SL	....	2000	D	.50	.018	415	1.80	1-Str.	No.	Bos	Bat.	2	BG-2	Ecl	EM.	38⅞	43½	.....	.....	.....	P.O.A.
Jacobs.....L-4MA	121	Air	Rad.	7-5¼x5	757	5.38	118	.....	8	1	1	I	225-2000	SL	....	2000	D	.50	.018	435	1.93	1-Str.	No.	Scin	Mag.	2	BG-2	Ecl	EM.	38⅞	43½	.....	.....	.....	P.O.A.
Kinner.....K-5	3	Air	Rad.	5-4¼x5¼	372	5.00	118	None	8	1	1	I	100-1810	SL	73	1810	D	.55	.025	285	2.85	1-Str.	No.	Scin	Mag.	2	BG-2	Ecl	Opt.	15⅞	45¾	.....	.....	.....	1275.00
Kinner.....B-5	51	Air	Rad.	5-4⅝x5¼	441	5.25	117	None	8	1	1	I	125-1925	SL	73	1925	D	.55	.025	295	2.36	1-Str.	No.	Scin	Mag.	2	BG-2	Ecl	EM.	15⅞	45⅝	.....	.....	.....	1575.00
Kinner.....P-5	77	Air	Rad.	5-4⅞x5¼	490	5.00	131	None	8	1	1	I	160-1975	SL	73	1975	D	.55	.025	305	1.90	1-Str.	No.	Scin	Mag.	2	BG-2	Ecl	EM.	15⅞	45⅝	.....	.....	.....	1920.00
Kinner.....C-5	62	Air	Rad.	5-5⅝x5¾	715	5.25	122	None	8	1	1	I	210-1900	SL	73	1900	D	.55	.025	420	2.00	1-Str.	No.	Scin	Mag.	2	BG-2	Ecl	EM.	19⅛	50	.....	.....	.....	2490.00
Kinner.....C-7	122	Air	Rad.	7-5⅝x6	1044	5.25	126	1.0	8	1	1	I	300-1800	SL	73	1800	D	.55	.025	620	2.06	1-Str.	No.	Scin	Mag.	2	BG-2	Ecl	EM.	20½	51⅝	.....	.....	.....	4800.00
Lambert.....R-266	38	Air	Rad.	5-4¼x3¾	266	5.55	113	.....	...	1	1	I	90-2375	SL	.....	.....	D	.....	.....	214	2.37	1-Str.	No.	Scin	Mag.	2	Cha-2	.....	PS.	30⅜	33	.....	.....	.....	875.00
Le Blond 70.....5DE	48	Air	Rad.	5-4½x3¾	250.5	5.4	114	.....	5	1	1	I	70-1950	SL	....	1950	D	.60	.015	235	3.13	1-Str.	No.	Bos	Mag.	2	Cha-2	.....	PS.	10⅝	.....	33¼	.....	.....	750.00
Le Blond 85.....5DF	46	Air	Rad.	5-4¼x3¾	266	5.4	119	.....	8	1	1	I	85-2125	SL	....	2125	D	.52	.015	219	2.42	1-Hol	No.	Bos	Mag.	2	Cha-2	.....	PS.	10⅝	.....	33¼	.....	.....	850.00
Le Blond 110.....7DF	52	Air	Rad.	7-4¼x3¾	372	5.4	109	.....	8	1	1	I	110-2150	SL	....	2150	D	.54	.015	275	2.31	1-Str.	No.	Scin	Mag.	2	Cha-2	.....	PS.	11⅛	.....	33¼	.....	.....	1100.00
Lycoming.....R-680	42	Air	Rad.	9-4⅝x4½	680.4	5.30	125	1.0	8	1	1	I	215-2000	SL	58	2000	D	.56	.025	485	2.26	1-Str.	No.	Scin	Mag.	1	HT-2	Ecl	EM.	44⅛	43¼	16½	.....	.....	.....
Lycoming.....R-680-7	112	Air	Rad.	9-4⅝x4½	680.4	5.30	121	1.0	8	1	1	I	240-2300	SL	58	2300	D	.56	.025	485	2.02	1-Str.	No.	Scin	Mag.	1	HT-2	Ecl	EM.	44⅛	43¼	16½	.....	.....	.....
Lycoming.....R-680-2	81	Air	Rad.	9-4⅝x4½	680.4	6.5	140	1.0	8	1	1	I	240-2000	SL	80	2000	D	.48	.025	505	2.08	1-Str.	No.	Scin	Mag.	1	HT-2	Ecl	EM.	44⅛	43¼	16½	.....	.....	.....
Lycoming.....R-680-4	108	Air	Rad.	9-4⅝x4½	680.4	5.5	125	1.0	8	1	1	I	225-2100	SL	58	2100	D	.55	.025	505	2.24	1-Str.	No.	Scin	Mag.	1	HT-2	Ecl	EM.	44⅛	43¼	16½	.....	.....	.....
Lycoming.....R-680-5	110	Air	Rad.	9-4⅝x4½	680.4	6.5	132	1.0	8	1	1	I	260-2300	SL	80	2300	D	.48	.025	505	1.95	1-Str.	No.	Scin	Mag.	1	HT-2	Ecl	EM.	44⅛	43¼	16½	.....	.....	.....
Lycoming.....R-680-6	111	Air	Rad.	9-4⅝x4½	680.4	5.5	124	1.0	8	1	1	I	245-2300	SL	58	2300	D	.55	.025	505	2.06	1-Str.	No.	Scin	Mag.	1	HT-2	Ecl	EM.	44⅛	43¼	16½	.....	.....	.....
Menasco Pirate.....B-4	65	Air	IV-L	4-4½x5⅛	326	5.5	116	None	4	1	1	I	95-2000	SL	73	1900	D	.54	.006	285	3.00	1-Str.	Opt.	Bos	Mag.	2	BG-2	Opt	Opt.	47⅜	28⅝	14⅝	6⅞	11⅛	P.O.A.
Menasco Pirate.....C-4	67	Air	IV-L	4-4¾x5⅛	363	5.5	125	None	4	1	1	I	125-2175	SL	73	1900	D	.50	.010	290	2.32	1-Str.	Opt.	Bos	Mag.	2	BG-2	Opt	Opt.	47⅛	28⅝	13¾	6⅞	11⅛	P.O.A.
Menasco Pirate.....C-4-S	134	Air	IV-L	4-4¾x5⅛	363	5.5	141	9.6	4	1	1	I	150-2250	3000	73	2000	D	.52	.028	312	2.12	1-Str.	Opt.	Bos	Mag.	2	BG-2	Opt	Opt.	47⅛	28⅝	13¾	6⅞	11⅛	P.O.A.
Menasco Buccaneer.....B-6	68	Air	IV-L	6-4½x5⅛	489	5.5	133	None	4	1	1	I	160-1950	SL	73	1900	D	.54	.006	385	2.41	1-Str.	Opt.	Bos	Mag.	2	BG-2	Opt	Opt.	58⅞	28⅝	15⅛	6⅝	11⅞	P.O.A.
Menasco Buccaneer.....B-6-S	Pend.	Air	IV-L	6-4½x5⅛	489	5.5	151	8.7	4	1	1	I	200-2250	4500	73	2000	D	.54	.020	408	1.94	1-Str.	Opt.	Bos	Mag.	2	BG-2	Opt	Opt.	59⅞	28⅝	15⅛	6⅝	11⅞	P.O.A.
Pratt & Whitney.....Wasp Jr. T1B	113	Air	Rad.	9-5⅝x5⅝	985	5.0	129	8.0	8	1	1	I	320-2000	SL	73	2000	D	.55	.035	596	1.80	1-Str.	Opt.	Scin	Mag.	2	Opt	Opt	Opt.	42½	45¾	.....	.....	.....	P.O.A.
Pratt & Whitney.....Wasp Jr. TB	85	Air	Rad.	9-5⅝x5⅝	985	6.0	146	8.0	8	1	1	I	400-2200	SL	80	2200	D	.55	.035	596	1.40	1-Str.	Opt.	Scin	Mag.	2	Opt	Opt	Opt.	42⅛	45¾	.....	.....	.....	P.O.A.
Pratt & Whitney.....Wasp Jr. SB	123	Air	Rad.	9-5⅝x5⅝	985	6.0	146	10.0	8	1	1	I	400-2200	5000	80	2200	D	.55	.035	596	1.40	1-Str.	Opt.	Scin	Mag.	2	Opt	Opt	Opt.	42⅛	45¾	.....	.....	.....	P.O.A.
Pratt & Whitney.....Wasp S1H1G	129	Air	Rad.	9-5¾x5¾	1344	6.0	147	12.0	8	1	1	I	550-2200	8000	87	2200	G	.55	.035	875	1.60	1-Str.	Opt.	Scin	Mag.	2	Opt	Opt	Opt.	48¼	51⅞	.....	.....	.....	P.O.A.
Pratt & Whitney.....Wasp S2H1G	.....	Air	Rad.	9-5¾x5¾	1344	6.0	134	12.0	8	1	1	I	500-2200	10500	80	2200	G	.55	.035	875	1.70	1-Str.	Opt.	Scin	Mag.	2	Opt	Opt	Opt.	48¼	51⅞	.....	.....	.....	P.O.A.
Pratt & Whitney.....Wasp S3H1G	.....	Air	Rad.	9-5¾x5¾	1344	6.0	147	10.0	8	1	1	I	550-2200	5000	80	2200	G	.55	.035	875	1.60	1-Str.	Opt.	Scin	Mag.	2	Opt	Opt	Opt.	48¼	51⅞	.....	.....	.....	P.O.A.
Pratt & Whitney.....Wasp 23H1	.....	Air	Rad.	9-5¾x5¾	1344	6.0	147	10.0	8	1	1	I	550-2200	5000	80	2200	D	.55	.035	781	1.40	1-Str.	Opt.	Scin	Mag.	2	Opt	Opt	Opt.	48⅜	51⅞	.....	.....	.....	P.O.A.
Pratt & Whitney.....Wasp T1H1	.....	Air	Rad.	9-5¾x5¾	1344	6.0	147	10.0	8	1	1	I	525-2100	SL	80	2100	D	.55	.035	781	1.50	1-Str.	Opt.	Scin	Mag.	2	Opt	Opt	Opt.	43⅜	51⅞	.....	.....	.....	P.O.A.
Pratt & Whitney.....Wasp T1D1	91	Air	Rad.	9-5¾x5¾	1344	6.0	140	8.0	8	1	1	I	500-2100	SL	80	2100	D	.55	.035	730	1.40	1-Str.	Opt.	Scin	Mag.	2	Opt	Opt	Opt.	42⅝	51⅞	.....	.....	.....	P.O.A.
Pratt & Whitney.....Wasp S1D1	90	Air	Rad.	9-5¾x5¾	1344	6.0	141	10.0	8	1	1	I	525-2200	5000	80	2200	D	.55	.035	730	1.30	1-Str.	Opt.	Scin	Mag.	2	Opt	Opt	Opt.	42⅝	51⅞	.....	.....	.....	P.O.A.

Pratt & Whitney....Hornet S1EG	.....	Air..	Rad..	9-6⅛x6⅜	1690	6.5	156	12.0	8	1	1	I...	750-2250	7000	87	2250	G..	.55	.035	1005	1.30	1-Str..	Opt.	Scin...	Mag.	2	Opt...	Opt...	Opt.	51	54 7/16	.....	.....	.....	P.O.A.
Pratt & Whitney....Hornet S2EG	.....	Air..	Rad..	9-6⅛x6⅜	1690	6.0	156	10.0	8	1	1	I...	750-2250	3000	87	2250	G..	.55	.035	1005	1.30	1-Str..	Opt.	Scin...	Mag.	2	Opt...	Opt...	Opt.	51	54 7/16	.....	.....	.....	P.O.A..
Pratt & Whitney....Hornet T1E	.....	Air..	Rad..	9-6⅛x6⅜	1690	6.0	166	11.0	8	1	1	I...	725-2050	SL...	87	2050	D..	.55	.035	910	1.20	1-Str..	Opt.	Scin...	Mag.	2	Opt....	Opt...	Opt.	45⅜	54 7/16	.....	.....	.....	P.O.A..
Pratt & Whitney....Hornet S3EG	.....	Air..	Rad..	9-6⅛x6⅜	1690	6.0	141	10.0	8	1	1	I...	675-2250	6100	80	2250	G..	.55	.035	1005	1.50	1-Str..	Opt.	Scin...	Mag.	2	Opt...	Opt...	Opt.	51	54 7/16	.....	.....	.....	P.O.A..
Pratt & Whitney....Hornet S3E	.....	Air..	Rad..	9-6⅛x6⅜	1690	6.0	135	11.0	8	1	1	I...	650-2250	5500	80	2050	D..	.55	.035	910	1.40	1-Str..	Opt.	Scin...	Mag.	2	Opt...	Opt...	Opt.	45⅜	54 7/16	.....	.....	.....	P.O.A..
Pratt & Whitney....Hornet T2D1	99	Air..	Rad..	9-6⅛x6⅜	1690	6.0	149	10.0	8	1	1	I...	635-2000	SL...	80	2000	D..	.55	.035	880	1.30	1-Str..	Opt.	Scin...	Mag.	2	Opt...	Opt...	Opt.	45¾	55 7/16	.....	.....	.....	P.O.A..
Pratt & Whitney....Hornet S4D1	100	Air..	Rad..	9-6⅛x6⅜	1690	6.0	149	10.0	8	1	1	I...	650-2050	3000	80	2050	D..	.55	.035	880	1.30	1-Str..	Opt.	Scin...	Mag.	2	Opt...	Opt...	Opt.	45¾	55 7/16	.....	.....	.....	P.O.A..
Pratt & Whitney....Hornet S3D1G	117	Air..	Rad..	9-6⅛x6⅜	1690	6.0	142	10.0	8	1	1	I...	650-2150	5000	80	2150	G..	.55	.035	980	1.50	1-Str..	Opt.	Scin...	Mag.	2	Opt...	Opt...	Opt.	50¾	55 7/16	.....	.....	.....	P.O.A..
Pratt & Whitney....Hornet T1D1	92	Air..	Rad..	9-6⅛x6⅜	1690	6.0	158	10.0	8	1	1	I...	675-2000	SL...	87	2000	D..	.55	.035	880	1.10	1-Str..	Opt.	Scin...	Mag.	2	Opt...	Opt...	Opt.	45¾	55 7/16	.....	.....	.....	P.O.A..
Pratt & Whitney....Hornet T1D1G	109	Air..	Rad..	9-6⅛x6⅜	1690	6.0	147	10.0	8	1	1	I...	675-2150	SL...	87	2150	G..	.55	.035	980	1.40	1-Str..	Opt.	Scin...	Mag.	2	Opt...	Opt...	Opt.	50¾	55 7/16	.....	.....	.....	P.O.A..
Pratt & Whitney....Hornet SD	106	Air..	Rad..	9-6⅛x6⅜	1690	6.5	154	12.0	8	1	1	I...	675-2050	6000	87	2050	D..	.55	.035	880	1.30	1-Str..	Opt.	Scin...	Mag.	2	Opt...	Opt...	Opt.	45¾	54 7/16	.....	.....	.....	P.O.A..
Pratt & Whitney....Hornet SDG	105	Air..	Rad..	9-6⅛x6⅜	1690	6.5	153	12.0	8	1	1	I...	700-2150	6500	87	2150	G..	.55	.035	980	1.30	1-Str..	Opt.	Scin...	Mag.	2	Opt...	Opt...	Opt.	50¾	54 7/16	.....	.....	.....	P.O.A..
P. & W.....Twin Wasp Jr. S1A1G	107	Air..	Rad..	14-5 3/16x5 3/16	1535	6.1	142	10.0	8	1	1	I...	660-2400	7000	80	2400	G..	.55	.035	1004	1.40	1-Str..	Opt.	Scin...	Mag.	2	Opt...	Opt...	Opt.	54½	43⅞	.....	.....	.....	P.O.A..
P. & W.....Twin Wasp Jr. SA1-G	95	Air..	Rad..	14-5 3/16x5 3/16	1535	6.7	144	10.0	8	1	1	I...	700-2500	8500	87	2500	G..	.55	.035	1004	1.40	1-Str..	Opt.	Scin...	Mag.	2	Opt...	Opt...	Opt.	54½	43⅞	.....	.....	.....	P.O.A..
Pratt & Whitney..Twin Wasp SA2-G	.....	Air..	Rad..	14-5½x5½	1830	6.1	135	10.0	8	1	1	I...	750-2400	6500	80	2400	G..	.55	.035	1174	1.50	1-Str..	Opt.	Scin...	Mag.	2	Opt...	Opt...	Opt.	56¼	47⅞	.....	.....	.....	P.O.A..
Pratt & Whitney..Twin Wasp S1A2-G	.....	Air..	Rad..	14-5½x5½	1830	6.5	144	11.0	8	1	1	I...	800-2400	7000	87	2400	G..	.55	.035	1174	1.40	1-Str..	Opt.	Scin...	Mag.	2	Opt...	Opt...	Opt.	56¼	47⅞	.....	.....	.....	P.O.A..
Rover..........	37	Air..	I-L..	4-4⅛x5	267.28	5.1	113	.....	3	1	1	I...	75-1975	SL...		.....	D..	.55	.010	225	3.00	1-Str..	No..	Scin...	Mag.	2	Cha...	.....	.....	42¼	31⅞	16½	4 13/16	14	795.00
Szekely..........0	70	Air..	Rad..	3-4⅛x4¾	190.4	5.0	107	.....	4	1	1	I...	45-1750	SL...	.....	1750	D..	.58	.029	135	3.00	1-Str..	No..	Bos...	Mag.	2	Bos-2	.....	.....	11½	.....	36	.....	.....	625.00
Tank[2]..........V502	73	Air..	V90..	8-3⅞x5	470	5.45	118	.....	4	1	1	I...	115-1650	SL...	.....	1650	D..	.52	.009	397	3.18	1-Zen..	No..	Scin°..	Mag.	2	Bos-2	.....	PS..	52	32	29	17¾	12⅞	475.00
Tank[2]..........V470	63	Air..	V90..	8-3⅞x5	470	5.45	118	.....	4	1	1	I...	115-1650	SL...	.....	1650	D..	.52	.009	398	3.18	1-Zen..	No..	Scin...	Mag.	2	Bos-2	.....	PS..	52	32	29	17¾	12⅞	845.00
Warner..........Scarab	2	Air..	Rad..	7-4¼x4¼	422	5.2	114	.....	9	1	1	I...	125-2050	SL...	73	1850	D..	.55	.025	285	2.25	1-Str..	No..	Scin°..	Mag°	2	BG-2..	Opt...	Opt.	27⅞	36 9/16	.....	.....	.....	2100.00
Warner..........Scarab Jr.	54	Air..	Rad..	5-4¼x4¼	302	5.2	117	.....	9	1	1	I...	90-2025	SL...	73	1850	D..	.55	.025	240	2.67	1-Hol..	No..	Scin°..	Mag.	2	AC-2..	Opt...	Opt.	27⅞	36 9/16	.....	.....	.....	1800.00
Warner..........Super Scarab	104	Air..	Rad..	7-4⅝x4¼	499	5.25	112	.....	9	1	1	I...	145-2050	SL...	73	1850	D..	.55	.025	303	2.09	1-Str..	No..	Scin°..	Mag°	2	BG-2..	Opt...	Opt.	27⅞	36 9/16	.....	.....	.....	2400.00
Wright.......Cyclone R-1820F-1	89	Air..	Rad..	9-6⅛x6⅞	1823	6.4	159	5.95	8	1	1	I...	715-1950	SL...	87	1950	D..	.60	.035	937	1.31	1-Str..	Opt.	Scin...	Mag.	2	BG-2..	Ecl...	Opt.	43⅜	.....	53¾	28⅜	23⅜	P.O.A..
Wright.......Cyclone GR-1820F-1	89	Air..	Rad..	9-6⅛x6⅞	1823	6.4	155	5.95	8	1	1	I...	700-1950	SL...	87	1950	G..	.61	.035	1030	1.47	1-Str..	Opt.	Scin...	Mag.	2	BG-2..	Ecl...	Opt.	48⅛	.....	53¾	33⅛	23⅜	P.O.A..
Wright.......Cyclone SR-1820F-2	98	Air..	Rad..	9-6⅛x6⅞	1823	6.4	154	7.00	8	1	1	I...	690-1950	SL...	87	1950	D..	.60	.035	945	1.37	1-Str..	Opt.	Scin...	Mag.	2	BG-2..	Ecl...	Opt.	43⅜	.....	53¾	28⅜	23⅜	P.O.A..
Wright.......Cyclone SGR-1820F-2	98	Air..	Rad..	9-6⅛x6⅞	1823	6.4	150	7.00	8	1	1	I...	673-1950	SL...	87	1950	G..	.61	.035	1038	1.54	1-Str..	Opt.	Scin...	Mag.	2	BG-2..	Ecl...	Opt.	48⅛	.....	53¾	33⅛	23⅜	P.O.A..
Wright.......Cyclone SR-1820F-3	103	Air..	Rad..	9-6⅛x6⅞	1823	6.4	145	8.31	8	1	1	I...	650-1950	SL...	87	1950	D..	.60	.035	945	1.45	1-Str..	Opt.	Scin...	Mag.	2	BG-2..	Ecl...	Opt.	43⅜	.....	53¾	28⅜	23⅜	P.O.A..
Wright.......Cyclone SGR-1820F-3	103	Air..	Rad..	9-6⅛x6⅞	1823	6.4	141	8.31	8	1	1	I...	634-1950	SL...	87	1950	G..	.61	.035	1038	1.64	1-Str..	Opt.	Scin...	Mag.	2	BG-2..	Ecl...	Opt.	48⅛	.....	53¾	33⅛	23⅜	P.O.A..
Wright.......Cyclone R-1820F-11	97	Air..	Rad..	9-6⅛x6⅞	1823	5.75	154	5.95	8	1	1	I...	690-1950	SL...	80	1950	D..	.60	.035	937	1.36	1-Str..	Opt.	Scin...	Mag.	2	BG-2..	Ecl...	Opt.	43⅜	.....	53¾	28⅜	23⅜	P.O.A..
Wright.......Cyclone GR-1820F-11	97	Air..	Rad..	9-6⅛x6⅞	1823	5.75	150	5.95	8	1	1	I...	673-1950	SL...	80	1950	G..	.61	.035	1030	1.53	1-Str..	Opt.	Scin...	Mag.	2	BG-2..	Ecl...	Opt.	48⅛	.....	53¾	33⅛	23⅜	P.O.A..
Wright.......Cyclone SR-1820F-31	101	Air..	Rad..	9-6⅛x6⅞	1823	6.4	146	5.95	8	1	1	I...	655-1950	SL...	80	1950	D..	.60	.035	937	1.43	1-Str..	Opt.	Scin...	Mag.	2	BG-2..	Ecl...	Opt.	43⅜	.....	53¾	28⅜	23⅜	P.O.A..
Wright.......Cyclone SGR-1820F-31	101	Air..	Rad..	9-6⅛x6⅞	1823	6.4	142	5.95	8	1	1	I...	638-1950	SL...	80	1950	G..	.61	.035	1030	1.61	1-Str..	Opt.	Scin...	Mag.	2	BG-2..	Ecl...	Opt.	48⅜	.....	53¾	33⅛	23⅜	P.O.A..
Wright.......Cyclone SR-1820F-32	135	Air..	Rad..	9-6⅛x6⅞	1823	6.4	137	7.00	8	1	1	I...	617-1950	SL...	80	1950	D..	.60	.035	945	1.53	1-Str..	Opt.	Scin...	Mag.	2	BG-2..	Ecl...	Opt.	43⅜	.....	53¾	28⅜	23⅜	P.O.A..
Wright.......Cyclone SGR-1820F-32	135	Air..	Rad..	9-6⅛x6⅞	1823	6.4	134	7.00	8	1	1	I...	602-1950	SL...	80	1950	G..	.61	.035	1038	1.72	1-Str..	Opt.	Scin...	Mag.	2	BG-2..	Ecl...	Opt.	48⅛	.....	53¾	33⅛	23⅜	P.O.A..
Wright.......Cyclone SR-1820F-33	118	Air..	Rad..	9-6⅛x6⅞	1823	6.4	126	8.31	8	1	1	I...	565-1950	SL...	80	1950	D..	.60	.035	945	1.67	1-Str..	Opt.	Scin...	Mag.	2	BG-2..	Ecl...	Opt.	43⅜	.....	53¾	28⅜	23⅜	P.O.A..
Wright.......Cyclone SGR-1820F-33	118	Air..	Rad..	9-6⅛x6⅞	1823	6.4	123	8.31	8	1	1	I...	551-1950	SL...	80	1950	G..	.61	.035	1038	1.88	1-Str..	Opt.	Scin...	Mag.	2	BG-2..	Ecl...	Opt.	48⅛	.....	53¾	33⅛	23⅜	P.O.A..
Wright.......Cyclone R-1820F-21	93	Air..	Rad..	9-6⅛x6⅞	1823	5.3	147	5.95	8	1	1	I...	660-1950	SL...	73	1950	D..	.60	.035	937	1.42	1-Str..	Opt.	Scin...	Mag.	2	BG-2..	Ecl...	Opt.	43⅜	.....	53¾	28⅜	23⅜	P.O.A..
Wright.......Cyclone GR-1820F-21	93	Air..	Rad..	9-6⅛x6⅞	1823	5.3	143	5.95	8	1	1	I...	644-1950	SL...	73	1950	G..	.61	.035	1030	1.60	1-Str..	Opt.	Scin...	Mag.	2	BG-2..	Ecl...	Opt.	48⅛	.....	53¾	33⅛	23⅜	P.O.A..
Wright.......Conqueror V-1570F-1	6	Liq..	V-60.	12-5⅛x6¼	1587	6.5	136	.....	11	2	2	OH.	655-2400	SL...	73	2400	D..	.53	.025	900	1.37	2-Str..	Opt.	Scin...	Mag.	2	BG-2..	Ecl...	Opt.	64	39¼	26 9/16	25⅛	15¾	P.O.A..
Wright.......Conqueror GV-1570F-1	7	Liq..	V-60.	12-5⅛x6¼	1587	6.5	133	.....	11	2	2	OH.	655-2450	SL...	73	2400	G..	.54	.025	990	1.51	2-Str..	Opt.	Scin...	Mag.	2	BG-2..	Ecl...	Opt.	68 11/32	39¼	26 9/16	25⅛	15¾	P.O.A..
Wright.......Conqueror GV-1570F-2	131	Liq..	V-60.	12-5⅛x6¼	1587	7.25	138	.....	11	2	2	OH.	675-2450	SL...	87	2450	G..	.61	.025	996	1.48	2-Str..	Opt.	Scin...	Mag.	2	BG-2..	Ecl...	Opt.	68 11/32	39¼	26 9/16	25⅛	15¾	P.O.A..
Wright.......Conqueror SGV-1570F-4	132	Liq..	V-60.	12-5⅛x6¼	1587	6.5	138	9.94	11	2	2	OH.	675-2450	SL...	87	2450	G..	.61	.025	1110	1.64	1-Str..	Opt.	Scin...	Mag.	2	BG-2..	Ecl...	Opt.	72 11/32	43 11/32	26 9/16	21 5/64	15¾	P.O.A..
Wright.......Whirlwind R-540E	23	Air..	Rad..	5-5x5½	540	5.1	128	7.05	8	1	1	I...	175-2000	SL...	73	2000	D..	.55	.025	415	2.37	1-Str..	Opt.	Scin...	Mag.	2	BG-2..	Ecl...	Opt.	41 3/32	.....	45	28 11/32	19¼	P.O.A..
Wright.......Whirlwind R-760E	26	Air..	Rad..	7-5x5½	756	5.1	131	7.05	8	1	1	I...	250-2000	SL...	73	2000	D..	.55	.025	495	1.98	1-Str..	Opt.	Scin...	Mag.	2	BG-2..	Ecl...	Opt.	41 3/32	.....	45	29⅜	19¼	P.O.A..
Wright.......Whirlwind R-760E-1	94	Air..	Rad..	7-5x5½	756	6.0	142	7.05	8	1	1	I...	285-2100	SL...	73	2100	D..	.55	.025	505	1.77	1-Str..	Opt.	Scin...	Mag.	2	BG-2..	Ecl...	Opt.	41 3/32	.....	45	29⅜	19¼	P.O.A..
Wright.......Whirlwind R-760E-T	126	Air..	Rad..	7-5x5½	756	6.0	123	No....	8	1	1	I...	235-2000	SL...	73	2000	D..	.55	.025	500	2.13	1-Str..	Opt.	Scin...	Mag.	2	BG-2..	Ecl...	Opt.	41 3/32	.....	45	29⅜	19¼	P.O.A..
Wright.......Whirlwind R-975E	21	Air..	Rad..	9-5x5½	973	5.1	134	7.80	8	1	1	I...	330-2000	SL...	73	2000	G..	.55	.025	630	1.91	1-Str..	Opt.	Scin...	Mag.	2	BG-2..	Ecl...	Opt.	41 11/32	.....	45	29 5/16	19¼	P.O.A..
Wright.......Whirlwind GR-975E	21	Air..	Rad..	9-5x5½	973	5.1	131	7.80	8	1	1	I...	330-2050	SL...	73	2050	D..	.55	.025	595	1.80	1-Str..	Opt.	Scin...	Mag.	2	BG-2..	Ecl...	Opt.	45 11/32	.....	45	32 11/16	19¼	P.O.A..
Wright.......Whirlwind R-975E-1	87	Air..	Rad..	9-5x5½	973	6.0	142	7.80	8	1	1	I...	365-2100	SL...	73	2100	D..	.55	.025	595	1.63	1-Str..	Opt.	Scin...	Mag.	2	BG-2..	Ecl...	Opt.	41 11/32	.....	45	29 5/16	19¼	P.O.A..
Wright.......Whirlwind GR-975E-1	87	Air..	Rad..	9-5x5½	973	6.0	138	7.80	8	1	1	I...	365-2150	SL...	73	2150	G.	.55	.025	645	1.77	1-Str..	Opt.	Scin...	Mag.	2	BG-2..	Ecl...	Opt.	45 11/32	.....	45	32 11/16	19¼	P.O.A..
Wright.......Whirlwind R-975E-2	78	Air..	Rad..	9-5x5½	973	6.0	159	10.15	8	1	1	I...	420-2150	SL...	80	2150	D..	.55	.025	595	1.42	1-Str..	Opt.	Scin...	Mag.	2	BG-2..	Ecl...	Opt.	41 11/32	.....	45	29 5/16	19¼	P.O.A..
Wright.......Whirlwind GR-975E-2	64	Air..	Rad..	9-5x5½	973	6.0	156	10.15	8	1	1	I...	420-2200	SL...	80	2200	G..	.55	.025	645	1.54	1-Str..	Opt.	Scin...	Mag.	2	BG-2..	Ecl...	Opt.	45 11/32	.....	45	32 11/16	19¼	P.O.A..

ABBREVIATIONS

General
Opt—Optional
Pend—Pending
P.O.A.—Price on Application

Cooling
Liq—Liquid

Arrangement
Hor—Horizontal
IL—In Line
IV-L—Inverted in Line
RAD—Radial

Cylinder Material
1—Aluminum with Cast Iron Liner
2—Aluminum with Steel Liner
3—Cast Iron
4—Cast Iron with Aluminum Head
5—Molybdenum Cast Iron
6—Nickel Iron
7—Nickel Iron and Aluminum with Cast Iron Liner
8—Steel with Aluminum Head
9—Steel
10—Chrome Nickel Steel with Aluminum Head
11—Steel Barrel with Integral Head (Wet Sleeve) Aluminum Jacket

Valve Location
I—In Head with Push Rods and Rocker Arms
L—Valves at Side
OH—Overhead Camshaft

Rating
SL—Sea Level

Propeller Drive
D—Direct
G—Geared

Carburetor Make
Hol—Holley
Str—Stromberg
Zen—Zenith

Ignition Systems Make
Bos—Bosch
Scin—Scintilla

Current Sources
Bat—Battery
Mag—Magneto

Spark Plugs Make
AC—AC Spark Plug
Bos—Bosch
Cha—Champion
BG—BG Corp.
HT—Hurley Townsend

Starter Make
Ecl—Eclipse

Method of Starting
EM—Electric Motor
IN—Inertia
PS—Propeller Swing

Engine Manufacturers
1—International Aircraft Corp.
2—Milwaukee Parts Corp.

For Specifications of Foreign Airplane Engines See Next Page

FOREIGN AIRPLANE ENGINES

ENGINE MAKE AND MODEL	CYLINDER DATA											RATING				CONSUMPTION		WEIGHTS		CARBURETORS		IGNITION SYSTEMS				STARTING		INSTALLATION DIMENSIONS (INS.)				
									Number of Valves per Cylinder							Per Brake H.P. Hour												Overall				
	Arrangement	Cooling Medium	Number of Cylinders	Bore and Stroke (Ins.)	Total Piston Displacement (Cu. Ins.)	Compression Ratio — to 1	Brake M.E.P. at Rated H.P. (Lbs. per Sq. In.)	Cylinder Material	Inlet	Exhaust	Valve Location	Mfrs. Rated H.P. at Specified R.P.M.	At Sea Level or Altitude (Ft.)	Normal Crankshaft R.P.M.	Propeller Drive	Gasoline (Lbs.)	Oil (Lbs.)	Engine Dry (Lbs.) Without Hub or Starter	Per Rated H.P. (Lbs.)	Make and Number Fitted	Fuel Pump Supplied?	Make	Current Source	Number	Spark Plug Make and Number per Cylinder	Make	Method	Length	Height	Width	Height Above Engine Bed	Center to Center of Engine Bearers
BRITISH																															
A.B.C. Hornet	Hor	Air	4	4.2x4.8	244.0	5.60	130.0	10	1	1	OH	75-1875	SL	1875	D	.....	.....	219.0	2.92	Cla-1	N	BTH	Mag.	2	KLG-2	.....	PS	25.5	28.0	39.0	.....	.....
A.B.C. Scorpion II	Hor	Air	2	4.2x3.6	91.8	6.00	127.8	10	1	1	OH	34-2300	SL	2300	D	.....	.....	108.0	3.18	Cla-1	N	BTH	Mag.	1	KLG-2	.....	PS	18.0	23.0	32.0	.....	.....
Armstrong Sid. Genet. Maj. Mk. III	Rad	Air	7	4.25x4.50	447.0	5.25	125.0	2	1	1	I	155-2200	SL	2200	D	.55	.....	332.0	2.14	Cla-1	Y	BTH	Mag.	2	KLG-2	Own	HE	38.6‡	17.15*	.....	.....	.....
Armstrong Sid. Lynx Mk. IV. C	Rad	Air	7	5.00x5.50	756.0	5.00	118.5	2	1	1	I	215-1900	SL	1900	D	.50	.....	515.0	2.40	Cla-1	Y	BTH	Mag.	2	KLG-2	Own	HE	45.6‡	21.55*	.....	.....	.....
Armstrong Sid. Cheetah Mk. V	Rad	Air	7	5.25x5.50	834.0	5.20	122.0	2	1	1	I	270-2100	SL	2100	D	.50	.....	566.0	2.10	Cla-1	Y	BTH	Mag.	2	KLG-2	Own	HE	47.6‡	21.85*	.....	.....	.....
Armstrong Sid. Cheetah Mk. VI	Rad	Air	7	5.25x5.50	834.0	5.20	131.0	2	1	1	I	290-2100	6000	2100	D	.53	.....	631.0	2.17	Cla-1	Y	BTH	Mag.	2	KLG-2	Own	HE	47.7‡	22.23*	.....	.....	.....
Armstrong Sid. Serval Mk. III	Rad	Air	10	5.00x5.50	1080.0	5.24	125.0	2	1	1	I	340-2000	4000	2000	D	.53	.....	665.0	1.96	Cla-1	Y	BTH	Mag.	2	KLG-2	Own	CA	45.2‡	26.45*	.....	.....	.....
Armstrong Sid. Serval Mk. IV	Rad	Air	10	5.00x5.50	1080.0	5.10	125.0	2	1	1	I	340-2000	SL	2000	D	.53	.....	645.0	1.90	Cla-1	Y	BTH	Mag.	2	KLG-2	Own	HE	45.6‡	28.00*	.....	.....	.....
Armstrong Sid. Panther Mk. VI	Rad	Air	14	5.25x5.50	1667.0	5.20	127.0	2	1	1	I	560-2100	5500	2100	G	.55	.....	980.0	1.75	Cla-1	Y	BTH	Mag.	2	KLG-2	Own	HE	47.7‡	31.35*	.....	.....	.....
Armstrong Sid. Panther Mk. VII	Rad	Air	14	5.25x5.50	1667.0	5.20	127.0	2	1	1	I	560-2100	12000	2100	G	.57	.....	1045.0	1.87	Cla-1	Y	BTH	Mag.	2	KLG-2	Own	HE	47.7‡	31.35*	.....	.....	.....
Armstrong Sid. Tiger Mk. III	Rad	Air	14	5.50x6.00	1996.0	5.35	118.0	2	1	1	I	610-2050	12000	2050	G	.57	.....	1150.0	1.89	Cla-1	Y	BTH	Mag.	2	KLG-2	Own	HE	50.8‡	31.90*	.....	.....	.....
Armstrong Sid. Tiger Mk. IV	Rad	Air	14	5.50x6.00	1996.0	5.35	129.4	2	1	1	I	700-2150	5000	2150	G	.57	.....	1140.0	1.63	Cla-1	Y	BTH	Mag.	2	KLG-2	Own	HE	50.8‡	31.90*	.....	.....	.....
Bristol. Mercury VI-S	Rad	Air	9	5.75x6.50	1520.0	6.00	131.5	7	2	2	I	605-2400	12500	2400	G	.56	.002	975.0	1.61	Cla-1	Y	BTH	Mag.	2	Va 2	Own°	Va	27.25	51.5	.....	.....	18.0
Bristol. Pegasus II-L	Rad	Air	9	5.75x7.50	1753.0	5.50	135.5	7	2	2	I	600-2000	2000	2000	G	.52	.002	1000.0	1.66	Cla-1	Y	BTH	Mag.	2	Va-2	Own°	Va	27.25	55.3	.....	.....	18.0
Bristol. Pegasus III	Rad	Air	9	5.75x7.50	1753.0	6.00	141.5	7	2	2	I	690-2200	3500	2200	G	.52	.002	995.0	1.44	Cla-1	Y	BTH	Mag.	2	Va-2	Own°	Va	27.25	55.3	.....	.....	18.0
Bristol. Pegasus IV	Rad	Air	9	5.75x7.50	1753.0	6.00	134.5	7	2	2	I	670-2250	11500	2250	G	.56	.002	995.0	1.48	Cla-1	Y	BTH	Mag.	2	Va-2	Own°	Va	27.25	55.3	.....	.....	18.0
Cirrus-Hermes. IV A	IV-L	Air	4	4.72x5.52	386.0	5.10	121.0	3	1	1	I	118-2000	SL	2000	D	.43	.004	315.0	2.67	Cla-1	Y	BTH	Mag.	2	Va-2	BTH	EM	42.40	29.2	18.5	6.2	21.3
Cirrus-Hermes. Major	IV-L	Air	4	4.72x5.52	386.0	5.10	121.3	9	1	1	I	124-2100	SL	2100	D	.43	.004	310.0	2.50	Cla-1	Y	BTH	Mag.	2	Va-2	BTH	EM	38.40	28.6	18.1	5.5	21.3
Cirrus-Hermes. Minor	IV-L	Air	4	3.74x5.00	219.5	5.40	125.0	9	1	1	I	76-2200	SL	2200	D	.40	.004	200.0	2.63	Cla-1	Y	BTH	Mag.	2	Va-2	BTH	EM	36.70	25.3	17.1	5.0	15.8
Napier. Lion XV	W	Wat	12	5.50x5.12	1461.0	6.00	129.0	8	2	2	OH	560-2350	SL	2350	G	.50	.020	985.0	1.76	Va-1	Y	BTH	Mag.	2	KLG-2	Own	HM	61.00	39.0	42.0	26.25	17.15
Napier. Javelin III	IV-L	Air	6	4.50x5.50	501.0	5.30	120.3	8	1	1	OH	160-2100	SL	2100	D	.57	.026	425.0	2.66	Va-2	Y	BTH	Mag.	2	KLG-2	Own	HC	62.37	34.4	19.5	11.18	.....
Napier. Javelin III A	IV-L	Air	6	4.50x5.50	501.0	5.30	120.3	8	1	1	OH	160-2100	SL	2100	D	.57	.026	448.0	2.80	Va-2	Y	BTH	Mag.	2	KLG-2	Rot	EM	62.25	35.25	19.81	11.18	.....
Napier. Rapier II	H	Air	16	3.50x3.50	539.0	6.00	128.0	8	1	1	I	305-3500	10000	3500	G	.62	.035	720.0	2.36	Va-1	Y	Waf	Mag.	2	KLG-2	Own	HM	55.25	35.25	18.75	16.50	.....
Napier. Rapier IV	H	Air	16	3.50x3.50	539.0	6.00	143.0	8	1	1	I	340-3500	SL	3500	G	.60	.033	720.0	2.12	Va-1	Y	Waf	Mag.	2	KLG-2	Own	HM	55.25	35.25	18.75	16.50	.....
Napier. Dagger I	H6	Air	24	.....	.....	.....	.....	.....	.....	.....	.....	630-3500	10000	3500	G	.....	.....	1280.0	2.03	.....	.....	.....	.....	.....	.....	.....	.....	74.06	36.12	22.43	.....	.....
Napier. Dagger II	H6	Air	24	.....	.....	.....	.....	.....	.....	.....	.....	690-3500	10000	3500	G	.....	.....	1280.0	1.86	.....	.....	.....	.....	.....	.....	.....	.....	74.06	36.12	22.43	.....	.....
Pobjoy. Niagara S	Rad	Air	7	3.03x3.42	173.0	6.10	120.0	8	1	1	I	84-3200	SL	3200	G	.38	.....	150.0	1.78	Cla-1	Op	Va	Mag.	2	Va-2	.....	.....	.....	.....	.....	.....	.....
Rolls R. †Kestrel IV, V, VI	V60°	Liq	12	5.00x5.50	1295.0	6.00	147.0	2	2	2	OH	600-2500	11000	2500	G	.52	.011	950.0	1.58	O-1	Y	Waf	Mag.	2	Va-2	Own	HC	73.35	35.60	24.40	19.60	17.25
Rolls R. Kestrel X, XI, XII	V60°	Liq	12	5.00x5.50	1295.0	7.00	139.7	2	2	2	OH	570-2500	SL	2500	G	.47	.012	890.0	1.56	O-2	Y	BTH	Mag.	2	Lod-2	Own	HC	63.48	35.60	24.40	19.60	17.25
Rolls R. Buzzard II & III MS.	V60	Liq	12	6.00x6.60	2239.0	5.50	146.0	2	2	2	OH	825-2000	SL	2000	G	.49	.012	1510.0	1.83	O-1	Y	BTH	Mag.	2	Lod-2	Own	HC	87.80	43.25	30.60	23.95	20.75
Salmson, British. AD 9	Rad	Air	9	2.76x3.39	182.0	6.00	100.0	5	1	1	I	46-2000	SL	2000	D	.55	.055	150.0	3.26	Cla-1	N	Own	Mag.	2	Lod-2	Own	HC	12.40	25.90	.....	.....	.....
Salmson, British. AD 9R	Rad	Air	9	2.76x3.39	182.0	6.00	101.5	5	1	1	I	70-3000	SL	3000	...	.55	.055	170.0	2.42	Cla-1	N	Own	Mag.	2	Lod-2	Own	HC	12.40	25.90	.....	.....	.....
CZECHOSLOVAKIAN																															
Walter. Major 4	I	Air	4	4.65x5.51	374.0	5.46	121.0	8	1	1	I	120-2100	SL	2100	D	.52	.022	308.0	2.57	Str-1	Y	Scin	Mag.	2	-2	Own	HC	46.60	30.20	20.00	.....	.....
Walter. Major 6	I	Air	6	4.65x5.51	560.0	5.46	125.0	8	1	1	I	185-2100	SL	2100	D	.52	.022	418.0	2.26	Str 2	Y	Scin	Mag.	2	-2	Own	HC	57.40	32.80	19.30	.....	.....
Walter. Regulus II	Rad	Air	5	5.32x6.30	698.0	5.80	123.0	8	1	1	I	195-1800	3281	1800	D	.51	.022	462.0	2.37	Str-1	Y	Scin	Mag.	2	-2	Own	HC	.....	26.70	.....	.....	.....
Walter. Castor II	Rad	Air	7	5.32x6.70	1040.0	6.00	116.8	8	1	1	I	275-1800	3281	1800	D	.51	.022	611.0	2.22	Str-1	Y	Scin	Mag.	2	-2	Own	Va	.....	27.40	.....	.....	.....
Walter. Polaris II	Rad	Air	3	4.14x4.73	190.5	6.00	125.6	8	1	1	I	70-2320	SL	2320	D	.53	.022	154.0	2.20	Zen-1	N	Scin	Mag.	2	-2	Own	Car	.....	38.30	.....	.....	.....
Walter. Gemma I	Rad	Air	9	4.14x4.73	570.0	5.30	117.0	8	1	1	I	150-1785	SL	1785	D	.53	.013	358.0	2.39	Zen-1	N	Scin	Mag.	2	-2	Own	CA	.....	41.00	.....	.....	.....
Walter. Bora I	Rad	Air	9	4.14x4.73	570.0	6 30	129.3	8	1	1	I	200-2150	SL	2150	D	.52	.011	363.0	1.82	Str-1	Y	Scin	Mag.	2	-2	Own	HA	.....	43.20	.....	.....	.....
Walter. Bora R	Rad	Air	9	4.14x4.73	570.0	6.30	133.0	8	1	1	I	240-2500	SL	2500	G	.53	.026	378.0	1.57	Str-1	Y	Scin	Mag.	2	-2	Own	HA	.....	43.20	.....	.....	.....
Walter. Minor 4	I	Air	4	4.14x4.54	244.0	5.30	116.0	8	1	1	I	75-2100	SL	2100	D	.52	.018	209.0	2.78	Str-1	Y	Scin	Mag.	2	-2	Own	HC	44.20	24.80	17.60	.....	.....
Walter. Castor III R	Rad	Air	7	5.32x6.70	1040.0	6.00	129.7	8	1	1	I	342-2010	3900	2010	G	.55	.022	650.0	1.90	Str-1	Y	Scin	Mag.	2	-2	Own	Va	.....	49.00	.....	.....	.....
Walter. Pollux II	Rad	Air	9	5.32x6.70	1240.0	6.00	120.0	8	1	1	I	365-1800	4265	1800	D	.51	.022	710.0	1.94	Str-1	Y	Scin	Mag.	2	-2	Own	Va	.....	49.70	.....	.....	.....
Walter. Pollux II R	Rad	Air	9	5.32x6.70	1340.0	6.00	110.0	8	1	1	I	385-2070	4922	2070	G	.55	.022	753.0	1.96	Str-1	Y	Scin	Mag.	2	-2	Own	Va	.....	49.70	.....	.....	.....
Walter. Mira II R	Rad	Air	7	3.04x3.43	173.0	5.80	121.8	8	1	1	I	85-3200	SL	3200	G	.51	.022	143.0	1.68	Cla-1	Y	Scin	Mag.	2	-2	Own	HC	.....	27.60	.....	.....	.....
FRENCH																															
Farmen. E.A.r	Rad	Air	7	4.53x5.32	597.3	5.20	92.8	3	1	1	L	150-2150	SL	2150	G	.53	.026	501.0	3.34	Str-1	....	Scin	.....	2	.....	Own	.....	44.30	44.10	41.40	.....	.....
Farmen. E.D.	Rad	Air	7	4.53x5.32	597.3	5.20	105.0	3	1	1	L	170-2150	SL	2150	D	.53	.026	391.0	2.30	Str-1	....	Scin	.....	2	.....	Own	.....	33.50	43.30	41.40	.....	.....
Farmen. E.B.	Rad	Air	9	4.53x5.32	597.3	5.20	136.0	3	1	1	L	220-2150	SL	2150	G	.53	.026	530.0	2.41	Str-1	....	Scin	.....	2	.....	Own	.....	45.00	43.30	43.30	.....	.....
Farmen. W.I.	Rad	Wat	12	5.32x5.52	1470.5	6.40	132.0	1	2	2	I	550-2250	19400	2250	G	.54	.026	1100.0	2.00	Zen-3	....	Duc	.....	2	.....	Own	.....	.....	.....	.....	.....	.....
Farmen. W.K.	Rad	Wat	12	5.32x5.52	1470.5	6.40	129.3	1	2	2	I	600-2500	23000	2500	G	.54	.026	1145.0	1.91	Zen-3	....	Duc	.....	2	.....	Own	.....	.....	.....	.....	.....	.....
Farmen. C.r	V60°	Wat	12	3.94x4.72	689.6	6.40	135.0	1	1	1	I	400-3400	13000	3400	G	.54	.026	649.0	1.62	Zen-3	....	Duc	.....	2	.....	Own	.....	.....	.....	.....	.....	.....
Gnome-Rhone. K5	Rad	Air	5	5.75x6.50	842.4	5.50	113.0	....	1	1	I	240-2000	SL	2000	D	.....	.....	473.0	1.97	.....	.....	.....	.....	.....	.....	.....	.....	38.00	49.20	49.20	.....	.....
Gnome-Rhone. K7	Rad	Air	7	5.75x6.50	1180.0	5.50	121.0	....	1	1	I	360-2000	SL	2000	D	.....	.....	638.0	1.77	.....	.....	.....	.....	.....	.....	.....	.....	39.00	49.20	49.20	.....	.....
Gnome-Rhone. †K9	Rad	Air	9	5.75x6.50	1518.0	5.50	162.5	....	1	1	I	750-2410	SL	2410	G	.....	.....	870.0	1.16	.....	.....	.....	.....	.....	.....	.....	.....	47.40	51.80	51.80	.....	.....
Gnome-Rhone. K14	Rad	Air	14	5.75x6.50	2360.0	5.50	131.2	....	....	....	....	900-2300	12000	2300	D	.....	.....	1145.0	1.27	.....	.....	.....	.....	.....	.....	.....	.....	48.80	51.40	51.40	.....	.....
Hispano Suiza.	V60°	Liq	12	5.12x6.70	1650.0	5.80	120.0	2	1	1	OH	600-2400	SL	2600	G	.61	.018	846.0	1.41	Sol-6	Y	Scin	Mag.	2	-2	Viet	CA	62.20	35.60	28.60	21.60	12.80

Hispano Suiza		V60°	Liq.	12	5.12x6.70	1650.0	5.80	127.0	2	1	1	OH.	635-2400	SL.	2600	G.	.61	.018	846.0	1.33	Sol-6.	Y.	Scin.	Mag.	2	-2.	Viet.	CA.	62.20	35.60	28.60	21.60	13.80
Hispano Suiza		V60°	Liq.	12	5.12 6.70	1650.0	6.40	137.7	2	1	1	OH.	630-2200	SL.	2200	G.	.48	.018	815.0	1.29	Sol-6.	Y.	Scin.	Mag.	2	-2.	Viet.	CA.	56.50	35.60	29.60	21.60	13.80
Hispano Suiza		V60°	Liq.	12	5.90x6.70	2195.0	5.80	127.3	2	1	1	OH.	775-2200	SL.	2400	G.	.59	.018	1000.0	1.29	Sol-6.	Y.	Scin.	Mag.	2	-2.	Viet.	CA.	67.90	37.20	30.10	22.40	14.70
Hispano Suiza		V60°	Liq.	12	5.90x6.70	2195.0	5.80	137.0	2	1	1	OH.	835-2200	SL.	2400	G.	.59	.018	1000.0	1.19	Sol-6.	Y.	Scin.	Mag.	2	-2.	Viet.	CA.	67.90	37.20	30.10	22.40	14.70
Hispano Suiza		V60°	Air.	12	5.90x6.70	2195.0	6.40	131.6	2	1	1	OH.	800-2200	SL.	2200	G.	.52	.018	968.0	1.21	Sol-6.	Y.	Scin.	Mag.	2	-2.	Viet.	CA.	62.20	37.20	31.80	22.40	14.70
Hispano Suiza	Q	Rad.	Air.	5	5.00x5.51	488.0	5.10	146.0	2	1	1	I.	180-2000	SL.	2000	D.	.53	.018	407.0	2.26	Sol-1.	Y.	.....	Mag.	2	-2.	.....	.....	20.50	45.00	.....	.....	.....
Hispano Suiza	Qa	Rad.	Air.	9	5.00x5.51	975.0	5.10	138.0	2	1	1	I.	340-2000	SL.	2000	D.	.52	.018	637.0	1.87	Sol-1.	Y.	.....	Mag.	2	-2.	.....	.....	20.50	45.00	.....	.....	.....
Hispano Suiza	Qar	Rad.	Air.	9	5.00x5.51	975.0	6.00	138.5	2	1	1	I.	375-2200	SL.	2200	G.	.53	.018	682.0	1.82	Sol-1.	Y.	.....	Mag.	2	-2.	.....	.....	23.20	45.00	.....	.....	.....
Hispano Suiza	Va	Rad.	Air.	9	6.10x6.90	1820.0	5.30	149.0	2	1	1	I.	650-1900	SL.	1900	D.	.54	.018	946.0	1.45	Sol-1.	Y.	.....	Mag.	2	-2.	.....	.....	17.90	55.20	.....	.....	.....
Hispano Suiza	Vbra	Rad.	Air.	9	6.10x6.90	1820.0	6.40	152.0	2	1	1	I.	665-1900	SL.	2100	G.	.56	.018	1012.0	1.52	Sol-1.	Y.	.....	Mag.	2	-2.	.....	.....	24.60	55.20	.....	.....	.....
Hispano Suiza	HA	.....	Air.	14	6.10x6.90	2760.0	5.30	151.0	2	1	1	I.	1055-2000	SL.	2000	D.	.55	.018	1250.0	1.18	Sol-1.	Y.	.....	Mag.	2	-2.	.....	.....	26.70	49.60	.....	.....	.....
Lorraine	Pb	Rad.	Air.	5	4.92x5.51	524.0	5.00	101.0	....	1	1	I.	110-1650	SL.	1650	D.	.....	.....	348.0	3.16	.....	.....	.....	Mag.	2	.....	.....	.....	38.20	44.30	44.30	.....	.....
Lorraine	Me	Rad.	Air.	7	5.51x5.90	985.0	5.00	107.3	....	1	1	I.	240-1800	SL.	1800	D.	.....	.....	583.0	2.43	.....	.....	.....	Mag.	....	.....	.....	.....	50.80	48.80	48.80	.....	.....
Lorraine	Na	Rad.	Air.	9	5.51x5.90	1266.0	5.25	104.6	....	1	1	I.	300-1800	SL.	1800	D.	.....	.....	718.0	2.39	.....	.....	.....	Mag.	....	.....	.....	.....	45.00	50.40	50.40	.....	.....
Lorraine	Diesel	Rad.	Air.	9	5.51x6.70	1440.0	18.00	73.3	....	1	1	I.	200-1500	SL.	1500	D.	.....	.37	700.0	3.50	.....	.....	.....	.....	....	.....	.....	.....	37.20	54.80	54.80	.....	.....
Lorraine	Eb	W.	Wat.	12	4.72x7.09	1490.0	6.00	140.0	.....	.....	.....	.....	486-1850	SL.	1850	D.	.....	.....	821.0	1.71	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lorrains	HDRS	V.	Wat.	12	5.71x5.71	1750.0	6.00	193.0	.....	.....	.....	.....	1130-2650	SL.	2650	G.	.52	.....	1023.0	.90	.....	.....	.....	.....	.....	.....	.....	.....	73.20	31.30	27.90	.....	.....
Lorraine	Avion	W.	Wat.	18	4.92x7.09	2422.0	6.00	192.0	....	2	2	....	1260-2150	SL.	2150	G.	.....	.....	1340.0	1.06	.....	.....	.....	.....	.....	.....	.....	.....	86.20	44.70	37.80	.....	.....
Lorraine	Eider	V.	Wat.	12	6.70x6.70	2925.0	6.00	184.0	....	2	2	....	1630-2400	SL.	2400	G.	.....	.....	1310.0	.80	.....	.....	.....	.....	.....	.....	.....	.....	81.20	42.70	31.50	.....	.....
Renault	Bengali 1935	I.	Air.	4	4.72x5.52	386.0	6.40	136.5	8	1	1	I.	160-2400	SL.	2400	D.	.53	.018	312.0	1.95	Str-1.	Y.	Scin.	Mag.	2	Own-2.	Viet.	CA.	50.50	27.90	18.20	.....	.....
Renault	Coupe Deutch 1934	I.	Air.	6	4.32x5.52	488.0	6 00	165.0	8	1	1	I.	330-3250	SL.	3250	D.	.66	.033	505.0	1.53	Str-1.	Y.	Scin.	Mag.	2	KLG-2.	Viet.	CA.	64.00	35.90	19.10	.....	.....
Renault	Sans Comp. 1935	I.	Air.	6	4.72x5.52	577.0	6.40	120.8	8	1	1	I.	220-2500	SL.	2500	D.	.53	.018	462.0	2.10	Str-2.	Y.	Scin.	Mag.	2	Own-2.	Viet.	CA.	60.70	33.30	21.50	.....	.....
Renault	La Comp. 1935	I.	Air.	6	4.72x5.52	577.0	6.40	120.8	8	1	1	I.	220-2500 6500		2500	D.	.57	.018	505.0	2.30	Str-1.	Y.	Scin.	Mag.	2	Own-2.	Viet.	CA.	69.40	32.50	20.20	.....	.....
Renault	Fas. 1935	Rad.	Air.	9	6.07x6.94	1830.0	5.40	133.0	8	1	1	I.	600-1950 6500		1950	D.	.55	.022	848.0	1.41	Str-1.	Y.	Scin.	Mag.	2	BG-2.	Viet.	HE.	49.80	53.40	.....	.....	.....
Renault	14 Fas 1935	Rad.	Air.	14	6.07x6.94	2800.0	6.40	141.3	8	1	1	I.	1000-2000 4000		2000	D.	.57	.022	1210.0	1.21	Str-1.	Y.	SEV.	Mag.	2	BG-.	Viet.	CA.	59.80	50.60	.....	.....	.....
Renault	12 Drs. 1932	V60	Wat.	12	5.12x6.70	1652.0	6.00	.....	8	2	2	I.	630-3500	SL.	2300	G.	.58	.022	1000.0	1.58	-1.	Y.	Scin.	Mag.	2	Own.	Viet.	CA.	.....	.....	.....	.....	.....
Renault	9 Cs 1932	Rad.	Air.	9	5.51x5.91	1263.0	5.50	.....	8	1	1	I.	435-	SL.	1900	D.	.55	.026	825.0	1.90	-1.	Y.	.....	Mag.	2	Own.	Viet.	CA.	.....	.....	.....	.....	.....
Salmson	9 ADR 60	Rad.	Air.	9	2.76x3.38	182.0	5.60	101.0	2	1	1	I.	66-2850	SL.	2700	D.	.55	.022	176.0	2.66	Zen-1.	Y.	Own.	Mag.	2	Gil-2.	.....	HC.	16.60	26.00	.....	.....	.....
Salmson	9 Nd. 175	Rad.	Air.	9	3.94x5.51	605.0	5.30	125.0	2	1	1	I.	205-2150	SL.	2050	D.	.46	.022	328.0	1.60	Zen-1.	Y.	Own.	Mag.	2	Gil-2.	Viet.	CA.	15.20	37.80	.....	.....	.....
Salmson	9 Ab-a 280	Rad.	Air.	9	4.93x6.70	1142.0	5.30	107.3	2	1	1	I.	325-2100	SL.	2000	D.	.55	.022	561.0	1.73	Zen-1.	Y.	Own.	Mag.	2	Gil-2.	Viet.	CA.	23.00	45.70	.....	.....	.....
Salmson	18 Ab 500	Rad.	Air.	18	4.93x7.10	2425.0	5.30	103.6	2	1	1	I.	565-1780	SL.	1700	D.	.54	.033	968.0	1.71	Zen-2.	Y.	Own.	Mag.	2	Gil-2.	Viet.	CA.	27.10	48.00	.....	.....	.....

GERMAN

Argus	As 8B	IV-L.	Air.	4	4.73x5.51	386.0	5.30	126.0	4	1	1	I.	135-2200	SL.	2150	D.	.48	.022	255.0	1.89	Own-1	Y.	Bos.	Mag.	2	.....	Own.	HM.	42.30	28.80	18.50	.....	.....
Argus	As 10C	V90°	Air.	8	4.73x5.51	772.0	5.90	131.0	4	1	1	I.	240-1880	SL.	1880	D.	.48	.022	423.0	1.76	Own-2	Y.	Bos.	Mag.	2	.....	Own.	HM.	40.50	27.80	34.70	.....	.....
Junkers	Jumo 4	I.	Wat.	6	4.73x8.26	1745.0	.....	151.2	.....	.....	.....	.....	600-1800	SL.	1800	G.	.....	.034	1650.0	2.75	.....	.....	.....	.....	.....	.....	.....	.....	57.30	59.60	20.25	.....	.....
Junkers	Jumo 5	I.	Wat.	6	4.14x6.30	1013.0	.....	149.3	.....	.....	.....	.....	420-2200	SL.	2200	G.	.....	.018	1120.0	2.67	.....	.....	.....	.....	.....	.....	.....	.....	62.20	52.20	18.10	.....	.....
Siemens	Sh 13a	Rad.	Air.	5	4.14x4.72	317.3	5.20	101.2	2	1	1	I.	75-1850	SL.	1850	D.	.48	.013	224.0	2.99	Sum-1.	N.	Bos.	Mag.	2	Own.	.....	.....	33.20	39.20	.....	.....	.....
Siemens	Sh 14a	Rad.	Air.	7	4.14x4.72	444.2	5.20	108.2	2	1	1	I.	100-1650	SL.	1650	D.	.48	.014	320.0	3.20	Sum-2.	N.	Scin.	Mag.	2	Bos.	.....	.....	34.50	39.60	.....	.....	.....

ITALIAN

Fiat	A24 R	V60°	Liq.	12	5.51x6.90	2335.0	5.70	119.0	5	2	2	OH.	700-2000	SL.	2000	G.	.49	.022	1180.0	1.68	Own-2	Y.	Mar.	Mag.	2	Mar-2.	Own.	CA.	69.80	42.00	29.00	25.40	19.30
Fiat	A30 RA	V60°	Liq.	12	5.32x5.51	1493.0	8.00	122.5	5	2	2	OH.	600-2600	SL.	2600	G.	.53	.033	1045.0	1.74	Own-3	Y.	Mar.	Mag.	2	Mar-2.	Own.	CA.	69.00	36.20	25.80	21.80	17.50
Fiat	A54	Rad.	Air.	7	4.14x4.73	444.0	5.50	115.0	2	1	1	I.	135-2100	SL.	2100	D.	.51	.022	330.0	2.44	Str-1.	Y.	Mar.	Mag.	2	Mar-2.	Own.	CA.	14.80	36.80	.....	.....	.....
Fiat	A59	Rad.	Air.	9	6.13x6.39	1690.0	6.50	153.0	2	1	1	I.	700-2150	SL.	2150	D.	.59	.033	895.0	1.28	Str-1.	Y.	Scin.	Mag.	2	Mar-2.	Mar.	EM.	22.00	54.50	.....	.....	.....
Fiat	A59 R	Rad.	Air.	9	6.13x6.39	1690.0	6.50	153.0	2	1	1	I.	700-2150	SL.	2150	G.	.59	.033	990.0	1.41	Str-1.	Y.	Scin.	Mag.	2	Mar-2.	Mar.	EM.	25.90	54.50	.....	.....	.....
Fiat	A70	Rad.	Air.	7	4.53x4.53	510.0	5.75	144.6	2	1	1	I.	200-2150	SL.	2150	D.	.55	.022	367.0	1.83	Str-1.	Y.	Mar.	Mag.	2	Mar-2.	Mar.	EM.	14.10	36.60	.....	.....	.....
Isotta Fraschini	ASSO 200	I.	Wat.	6	5.50x6.30	900.0	5.50	119.0	....	2	2	OH.	250-1850	SL.	1850	D.	.47	.066	622.0	2.76	Zen-2.	Y.	Mar.	Mag.	2	Mar-2.	Own.	CA.	76.40	40.00	23.50	.....	.....
Isotta Fraschini	750R	W.	Wat.	18	5.50x6.70	2870.0	5.70	131.0	....	2	2	OH.	830-1750	SL.	1150	G.	.47	.024	1540.0	1.85	Own-6	Y.	Mar.	Mag.	2	Mar-2.	Noua.	CA.	83.80	42.00	40.60	.....	.....
Isotta Fraschini	750RC40	W.	Wat.	18	5.50x6.70	2870.0	5.70	.....	....	2	2	OH.	.....	SL.	.....	.....	.....	.....	.....	.....	Own-6	Y.	Mar.	Mag.	2	Mar-2.	Noua.	CA.	86.40	47.90	40.30	.....	.....
Isotta Fraschini	XI R	V.	Wat.	12	5.75x6.30	1960.0	6.80	132.0	....	2	2	OH.	670-2050	SL.	1522	G.	.45	.011	1260.0	1.88	Own-4	Y.	Mar.	Mag.	2	Mar-2.	Noua.	CA.	71.90	40.30	32.40	.....	.....
Isotta Fraschini	XI RC45	V.	Wat.	12	5.75x6.30	1960.0	6.30	.....	....	2	2	OH.	850-	SL.	1671	G.	.....	.....	1320.0	1.55	Own-4	Y.	Mar.	Mag.	2	Mar-2.	Noua.	CA.	81.60	40.30	33.10	.....	.....
Isotta Fraschini	CACCIA	V.	Air.	12	4.92x5.51	1260.0	5.70	123.0	....	2	2	OH.	440-2250	SL.	2250	D.	.51	.016	815.0	1.85	Zen-4.	Y.	Mar.	Mag.	2	Mar-2.	Own.	CA.	64.90	31.90	29.20	.....	.....

ABBREVIATIONS:

General

°—Others Also
•—Distance from Engine Plate to Rear of Airscrew Hub
†—Supercharged
‡—Outside Diameter of Cylinders
N—No or None
Op—Optional
SL—Sea Level
Va—Various
Y—Yes

Cylinder Arrangement

H—Four Banks of Four Cylinders Each in H Formation
H6—Four Banks of Six Cylinders Each in H Formation
I—In Line
IV-L—In Line, Inverted
W—Three Banks of Cylinders

Cooling

Liq—Liquid
Wat—Water

Cylinder Material

1—Aluminum with Cast Iron Liner
2—Aluminum Head with Steel Body
3—Cast Iron
4—Cast Iron with Aluminum Head
5—Built up Steel Forging by Welding
6—Steel Barrel, "Y" Alloy Head
7—Steel Forging with Aluminum Heads
8—Steel
9—Cast Iron Head with Steel Barrel

Valve Location

I—In Head with Push Rods and Rocker Arms
OH—Overhead Camshaft
L—L Head (Valves at Side)

Propeller Drive

D—Direct
G—Gear

Carbureter Make

Cla—Claudel
Sol—Solex
Str—Stromberg
Zen—Zenith

Current Sources

Mag—Magneto

Ignition Systems Make

BTH—British Thompson Houston
Bos—Bosch
Duc—Ducellier
Mar—Marelli
Scin—Scintilla
Waf—Watford

Spark Plugs Make

BG—BG Corporation
Bos—Bosch
Gil—Gilardoni
Led—Lodge
Mar—Marelli

Starter Make

BTH—British Thompson Houston
Mar—Marelli
Rot—Rotax

Method of Starting

CA—Compressed Air
Car—Cartridge
EM—Electric Motor
HA—Hand Crank and Compressed Air
HC—Hand Crank from Machine
HE—Hand Crank and Electric Motor
HM—Hand Magneto
PS—Propeller Swing

AUTOMOTIVE DIESEL AND OTHER HEAVY OIL ENGINES

ENGINE MAKE AND MODEL	Designed for	GENERAL: Type	Number of Cylinders—Bore and Stroke	Piston Displacement (Cu. Ins.)	Manufacturers Rated HP. at Specified R.P.M.	Compression Ratio to 1	Compression Pressure (Lbs. per Sq. In. at Specified R.P.M.)	Maximum Pressure (Lbs. per Sq. In.)	B.M.E.P. at Maximum HP. (Lbs. per Sq. In.)	Weight per Rated HP. (Lbs.)	Maximum Torque in Lbs. Ft. at Specified R.P.M.	Engine Weight Complete (Lbs.)	VALVES (4 Cycle): Inlet Port Diameter and Lift (Ins.)	Exhaust Port Diameter and Lift (Ins.)	Inlet Seat Angle (Deg.)	Exhaust Seat Angle (Deg.)	PISTON: Material	Number of Rings per Piston	Length (Ins.)	Weight of Piston with Rings and Pin. (Lbs.)	CONNECTING RODS: Material (S.A.E. No.)	Center to Center Length	Weight with Cap and Bushing (Lbs.)	INJECTION VALVE: Type (Open or Closed)	Orifices (Single or Multiple)	Injection Pressure (Lbs. per Sq. In.)	Specific Fuel Consumption (Lbs. per B.H.P. Hr.)	STARTING EQUIPMENT: Make	Type
AMERICAN																														
Amer. Monovalve....2-35	Marine	DI.	2-5¼x7	332.5	35-1200	15.0	500-1200	750	70	48.5	162-1200	1700	2-7/16	2-7/16	30	30	Al.	5	8.0	10.0	ChM.	13.5	13.00	Clo.	S.	1500	.44	D-R.	Elec.
Amer. Monovalve....4-75	T,Tr,B,R,M	DI.	4-5½x7	665.0	75-1200	15.0	500-1200	750	74	25.3	330-1200	1900	2-7/16	2-7/16	30	30	Al.	5	8.0	10.0	ChM.	13.5	13.00	Clo.	S.	1500	.44	D-R.	Elec.
Amer. Monovalve....6-125	T,B,R,M	DI.	6-5½x7	997.5	115-1200	15.0	500-1200	750	76	22.6	505-1200	2600	2-7/16	2-7/16	30	30	Al.	5	8.0	10.0	ChM.	13.5	13.00	Clo.	S.	1500	.44	D-R.	Elec.
Atlas.....Imp. Atimco	M,Ind	DI.	4-4¾x6½	460.0	40-950	15.0	500-950	700	73	54.6	330-600	2185	1 5/8-	1 5/8-	45	45	CIt.	6	8¼	11.4	1045	13.0	10.80	Op.	M.	3500	.41	L-N.	Elec.
Atlas.....				415.0	85-2000	16.0	400-600	700	81	15.9	260-1200	1350	1¾-.43	1½-.43	45	45	Al.	6	6¼	5.50	6140	11.0	4.75	Clo.	S.	2000	.47	L-N.	Elec.
Buda.....6D-415	T,Tr,B,M,R	A.	6-4x5½									2700									6140			Clo.	S.	1500			Elec.
Buda.....D-6-17	Tr,B,M	A.	6-5¼x7	909.0	104-1200	14.0	400-600	550	75	25.9											1035	17¾	27.00	Clo.	S.	2000	.47	L-N.	Elec.
Buda.....6DM-1611	Marine	A.	6-6¼x8¾	1611.0	150-1000	15.0	400-600	700	74	43.0	1085-650	6450	2½-.55	2½-.55	45	45	Al.	6	10⅝	21.0	1035	17¾		Clo.	S.	2000	.47	L-N.	Elec.
Buda.....6DMR-1742	Marine	A.	6-6½x8¾	1742.0	165-1000	15.0	400-600	700	75	43.0	1130-650	7100	2¾-.55	2¾-.55	45	45	Al.	6	10⅝		1035	17¾		Clo.	S.	2000	.47	L-N.	Elec.
Buda.....6DMR-6-17	Marine		6-5¼x7	909.0	104-1200	14.0	400-	550	75	31.0		3230					BN.	6			6140			Clo.	S.	1500			Elec.
Buda.....D-4-23	Tr,R.		4-6x8	900.0		14.0	400-	550	75								BN.	6			1045			Clo.	S.	1500			Elec.
Buda.....D-4-30	Tr,R.		4-6½x8¾	1160.0		14.0	400-	550	75								BN.	6			1045			Clo.	S.	1500			Elec.
Buda.....D-6-27	R,Ind		6-6¼x8¾	1610.0		14.0	400-	550	75								BN.	6			1045			Clo.	S.	1500			Elec.
Buda.....D-6-30	Tr,R.		6-6½x8¾	1740.0		14.0	400-	550	75								BN.	6			1045			Clo.	S.	1500			Elec.
Caterpillar.....D7700	Tr,R.	PC.	4-5¼x8	693.0	50-850	15.5	570-850		67	88.5	440-600	4433	2½-⅝	2½-⅝	45	45	Al.	7	9⅜	11.37	1040	15.0	15.31	Clo.	S.	1800	.495	Own.	Gas.
Caterpillar.....D11000	Tr,R.	PC.	6-5¼x8	1033.0	75-820	15.5	570-820		70	65.0	710-600	4867	2½-⅝	2½-⅝	45	45	Al.	7	9⅜	11.37	1040	15.0	15.31	Clo.	S.	1800	.47	Own.	Gas.
Caterpillar.....D8800	Tr,R.	PC.	4-5¾x8	831.0	64-900	15.5	570-900		68		508-600		2½-⅝	2½-⅝	45	45	Al.	7	9⅜	13.5	1040	15.0	15.32	Clo.	S.	1800	.44	Own.	Gas.
Caterpillar.....D13000	Tr,R.	PC.	6-5¾x8	1246.0	95-900	15.5	570-900		67		805-600		2½-⅝	2½-⅝	45	45	Al.	7	9⅜	13.5	1040	15.0	15.32	Clo.	S.	1800	.445	Own.	Gas.
Caterpillar.....D6100	Tr,R.	PC.	3-5¼x8	520.0	37-850	15.5	570-850		66	96.1	320-600	3649	2½-⅝	2½-⅝	45	45	Al.	7	9⅜	11.37	1040	15.0	15.31	Clo.	S.	1800	.485	Own.	Gas.
Continental.....D2	M,R.	AC.	10-6½x7½	2490.0	635-1400	15.5	600-1400	850	144	61.5		3900					Al.	5	8½	12.0	3240	19		Clo.	M.	5000	.45	Opt.	Opt.
Cummins.....6-K	M,R,Ind		6-6¾x9	1933.0	210-1000	14.0	450-	700	86	33.7	1280-600	7075													M.				Air
Cummins.....6-L	M,R,Ind		6-7x10	2309.0	250-1000	14.0	450-	700	86	28.7	1530-600	7175													M.				Air
Cummins.....6-KO	M,R,Ind		6-7x9	2078.0	230-1000	14.0	450-	700	88	30.7	450-600	7075													M.				Air
Cummins.....6-H	T,Tr,B,M,R		6-4⅞x6	672.0	125-1800	17.0	500-	750	82	15.6	420-600	1950													M.			Opt.	Elec.
Cummins.....4-H	T,Tr,B,M		4-4⅞x6	448.0	83-1800	17.0	500-		82	18.7	280-600	1550																Opt.	Elec.
Fairbanks Morse.36A-4½	Marine	PC.	6-4¼x6	520.0	60-1200	17.0	600-1200	750	76	42.5	333-1200	2550	1¾-.41	1½-.41	45	45		6	5⅛		1045	12.0	9.31		S.	1500	.48	L-N.	Elec.
Guiberson.....GH-15	M,Ind	TC.	4-4¾x6	425.0	45-1200	16.0	580-1200	820	70		205-1100		1 5/8-⅞	1 5/8-⅞	45	45	NI.	4	6¼	8.0		12.0		Clo.	S.	1000	.46	L-N.	Elec.
Guiberson.....GH-25	R,Ind	TC.	4-6x7½	848.0	65-900	16.0	540-900	800	67	40.0	380-900	2600	2⅜-⅝	2⅜-⅝	45	45	NI.	4	8½	11.0		15.0		Clo.	S.	1000	.45	L-N.	Elec.
Hill.....B	Marine		6-5x7	824.4	-1000	15.0					504-1000	4000	2½-1½	2½-1½	45	45	CI.	5	8½	13.0	CS.	15⅞	14¾						
Hill.....C	Marine		4-3½x6	230.8	40-2000	15.0			67	21.8	131-1000	875	1¾-⅜	1⅝-⅜	45	45	Al.	4	4⅞	2⅝	CS.	12.0	5.00						
Hill.....C	Marine		6-3½x6	346.2	60-2000	15.0			69	20.8	195-1000	1250	1¾-⅜	1⅝-⅜	45	45	Al.	4	4⅞	2⅝	CS.	12.0	5.00						
Hill.....VA	T,B,M,R	PC.	8-5x7	1099.2	200-1600	15.0	500-1600	800	90	12.0	720-1600	2400	2½-1½	2½-1½	45	45	Al.	5	6	8	1045	14⅛	13.00	Clo.	S.	1200	.49	L-N.	Elec.
Hercules.....DXHB			6-5x6	707.0	188-2000				105	12.4	635-1400	2325	2⅝-1½	1⅝-1½	45	45	Al.	7	7½	10⅝	CNM.	12	10⅝	Clo.	S.				
Hercules.....DRXB			6-4⅜x5¼	474.0	125-2200				95		340-1300		2-.395	1⅝-.395	45	45	Al.	7	6½	7	CNM.	9⅜	6½	Clo.	S.				
Kermath.....DHX	Marine		6-5x6	707.0	150-1500				112	20.0	530-1400	3000					Al.					12							
Kermath.....DRX	Marine		6-4⅜x5¼	474.0	114-1800				106	16.7	350-1200	1900					Al.				AlS.	9⅜							
[3]Red Wing.....30 Hp.	Marine		4-3¾x4¾	210.0	32-1400				86	26.6		850					CI.				CS.	8¾							
[3]Red Wing.....50 Hp.	Marine		4-4½x5¼	334.0	52-1300				95	23.1		1200					CI.				CS.	10½							
[3]Red Wing.....70 Hp.	Marine		4-6x6½	735.0	80-1050				82	28.8		2300					CI.				CS.	13¼							
Regal.....DB	Marine		2-6x8		28-600					95.0		2660					SS.				CS.								
[2]Superior.....VDH-A	Marine	DI.	8-7x9	2772.2	240-800	13.0	450-800	700	86		1224-800		2¼-½	2¼-½	45	45	CI.	6	8⅞	34	1045	20	33.00	Clo.	M.	4500	.42	Own.	Air
Waukesha.....6D-100	T,Tr,B,R	TC.	6-4⅜x5½	462.0	100-2200	17.0	550-	650	78	16.15	275-1200	1675	1 5/8-.55	1 7/8-.55	45	45	Al.	5	5½		3140	10¼		Clo.	S.	1500	.46	L-N.	Elec.
Waukesha.....6D-125	T,Tr,B,R	TC.	6-4¾x5½	585.0	125-2000	17.0	550-	650	85	17.2	360-1200	2150	2-.55	1 7/8-.55	45	45	Al.	5	6½		3140	11¾		Clo.	S.	1500	.46	L-N.	Elec.
Waukesha.....6D-140	T,Tr,B,R	TC.	6-5x5½	648.0	140-2000	17.0	550-	650	86	15.5	410-1200	2165	2-.55	1½-.55	45	45	Al.	5	6½		3140	11¾		Clo.	S.	1500	.46	L-N.	Elec.
Waukesha.....XBKH	T,Tr,B,M	DI.	4-3¾x4¾	210.0	40-2000	7.25	120-	450	75	17.9	140-1150	715	1⅝-⅝	1¼-⅝	30	45	Al.	4	4⅝		1045	8¾		Op.	M.	1500		Opt.	Opt.
Waukesha.....VBKH	T,Tr,B,M	DI.	4-4½x5¼	334.0	62-1800	7.25	120-	450	82	14.7	220-1150	915	1¾-⅞	1½-11/16	30	45	Al.	4	5½		1045	10½		Op.	M.	1500		Opt.	Opt.
Waukesha.....HBSH	Tr,M,R	DI.	4-5x6½	511.0	60-1200	6.0	120-	450	77	35.0	300-700	2100	2⅝-1 1/16	2-1 1/16	30	45	CI.	4	7⅛		1045	13¼		Op.	M.	1500		Opt.	Opt.
Waukesha.....HBKH	Tr,M,R	DI.	4-5¾x6½	675.0	86-1200		120-	450	85	24.4	425-700	2100	2⅝-1 1/16	2-1 1/16	30	45	CI.	4	7⅛		1045	13¼		Op.	M.	1500		Opt.	Opt.
Waukesha.....WBFH	Tr,M,R	DI.	4-6½x8	1060.0	125-1200	5.6	120-	450	78	25.2	630-750	3150	2¼-1 1/16	2¼-1 1/16	30	45	CI.	4	9½		1045	18		Op.	M.	1500		Opt.	Opt.
Waukesha.....6BKH	T,Tr,B,M	DI.	6-3¾x4¾	282.0	70-2400	7.5	120-	450	82	10.8	185-1200	755	1¼-⅞	1⅝-⅞	30	45	Al.	4	4⅝		1045	8		Op.	M.	1500		Opt.	Opt.
Waukesha.....6ELH	M,R,Ind	DI.	6-6½x7	1395.0	178-1200	5.6	120-	450	84	27.8	900-600	4950	2½-1 1/16	2¼-1 1/16	30	45	CI.	4	9¼		1045	15⅜		Op.	M.	1500		Opt.	Opt.
Waukesha.....6LRH	M.R.Ind	DI.	6-8½x8½	2894.0	350-1150		120-	450	83	22.7	1820-600	7950	3¼-1 1/16	2¾-1 1/16	30	45	CI.	5	11¼		1045	18⅜		Op.	M.	1500		Opt.	Opt.
BRITISH																														
A. E. C.	T,B,M	TC.	4-4.25x5.75	326.4	74-2000	16.5	520-1000	750	90	15.8	218-1200	1170	1.89-.45	1.66-.45	45	45	Al.	6	6.30	4⅞	ChNi.	10.7	8½	Clo.	S.	1400		Opt.	Elec.
A. E. C.	T,B,M	TC.	6-4.18x5.75	473.0	120-2400	16.5	520-1000	750	84	10.4	330-1800	1245	1.65-.49	1.42-.49	30	30	Al.	6	5.91	4½	ChNi.	10.7	6⅝	Clo.	S.	1400		Opt.	Elec.
A. E. C.	T,B,M,R	TC.	6-4.54x5.60	540.0	130-2400	16.5	520-1000	750	79	11.4	360-1200	1480	1.89-.49	1.62-.49	30	30		6	5.84	5.3	ChNi.	11.4	7⅜	Clo.	S.	1400		Opt.	Elec.
A. E. C.	T,B,M	TC.	4-4.73x5.75	404.0	95-2000	16.5	520-1000	750	93	12.9	272-1150	1230	1.65-.45	1.50-.45	45	45	Al.	6	6.32	6⅝	ChNi.	10.7	8½	Clo.	S.	1400		Opt.	Elec.
Beardmore.....1A	T,Buses	DI.	4-4¼x6	342.0	65-2000	14.0	450-	850	75	14.5	192-1300	940					Al.	5	5.00		St.	11.8		Clo.	M.	2000	.43		Opt.
Beardmore.....31	T,Buses	DI.	5-4¼x6	430.0	85-2000	14.0	450-	850	78	12.1	250-1300	1028					Al.	5	5.00		St.	11.8		Clo.	M.	2000	.43		Opt.
Beardmore.....2A	T,Buses	DI.	6-4¼x6	513.0	100-2000	14.0	450-	850	77	12.6	290-1300	1260					Al.	5	5.00		St.	11.8		Clo.	M.	2000	.43		Opt.

Beardmore	4M6	Marine	DI	4-4¼x6	342.0	56–1600	14.0	450–	850	81	25.6	200–1100	1437					Al	5	5.00		St	11.80		Clo	M	2000	.43		Opt
Beardmore	6M6	Marine	DI	6-4¼x6	513.0	85–1600	14.0	450–	850	82	21.2	300–1100	1798					Al	5	5.00		St	11.80		Clo	M	2000	.43		Opt
Beardmore		M,R	DI	4-5½x7¾	740.0	105–1400	14.0	450–	850	80	27.6	405–1000	2900					Al	5	9.70		St	13.30		Clo	M	2000	42		Opt
Beardmore	12	M,R	DI	4-6½x9	596.0	150–1200	13.9	430–	830	166	21.0	1670–800	3155					Al	6	9.70		St	14.75		Clo	M	2000	42		Opt
Beardmore	13	M,R	DI	6-6½x9	894.0	225–1200	13.9	430–	830	166	19.5	1000–800	4400					Al	6	9.70		St	14.75		Clo	M	2000	42		Opt
Beardmore	14	M,R	DI	8-6½x9	1192.0	270–1100	13.9	430–	830	163	20.65	1340–800	5685					Al	6	9.70		St	14.75		Clo	M	2000	42		Opt
Beardmore		M,R	DI	12-6½x9	1788.0	450–1200	13.9	430–	830	166	17.8	2000–800	8000					Al	6	9.70		St	14.75		Clo	M	2000	42		Opt
Beardmore		M,R	DI	4-8¼x12	2564.0	240–900	13.9	430–	830	82	27.1	1470–600	6500					Al	6			St			Clo	M	2000	42		Opt
Beardmore		M,R	DI	6-8¼x12	3946.0	260–900	13.9	430–	830	58	34.6	2210–600	9000					Al	6			St			Clo	M	2000	41		Opt
Beardmore		M,R	DI	8-8¼x12	5128.0	450–820	13.9	430–	830	85	25.8	3030–600	11600					Al	6			St			Clo	M	2000	41		Opt
Beardmore		M,R	DI	12-8¼x12	7692.0	720–900	13.9	430–	830	83	24.3	4420–600	17500					Al	6			St			Clo	M	2000	41		Opt
[4]Blackstone	BPV	T,Tr,B,M,R	DI	6-4½x6	604.8	60–1000	14.0	420–1000	700	79	31.8	390–1100	1904	1⅝–11	1⅝–11	45	45	Al	4	6⅜	5.00	CNM	13.00	7⅝	Clo	M	1800	42		Opt
[4]Blackstone	OPV	T,Tr,B,M,R	DI	4-3⅞x5	235.6	28–1200	14.0	420–1200	700	78		142–1200		1⅜–11	1⅜–11	45	45	Al	4	5 1/16	3½	CNM	10⅜	4¾	Clo	M	1320	43	Bos	Elec
Crossley	HSI	T,Tr,B	PC	4-3¾x5	220.9	52–2200	20.0	600–1200	840	85		133–1200		1½–.45	1⅝–.45	45	45	Al	5	5.62	6⅛		9⅛	11.20	Clo	S	1250	48	Bos	Elec
Crossley	VR4	T,Tr,B	PC	4-4⅞x6	371.0	66–1700	15.9	590–1000	770	83	20.8	208.4–1000	1372	1¾–.52	1½–.52	45	45	Al	6	5⅝	5.00		13¼	8½	Clo	S	1250	43	Bos	Elec
Crossley	VR6	T,Tr,B	PC	6-4⅞x6	551.7	100–1700	15.9	590–1000	770	84	16.0	325–1000	1596	1¾–.52	1½–.52	45	45	Al	6	5 1/16	5.00		13¼	8½	Clo	S	1470	43	Bos	Elec
Dorman	4DS	T,Buses	TC	4-3.55x4.73	186.0	50–2500	17.0	575–1000	850	85	18.0	120–1500	900	1⅜–.44	1⅜–.44	45	45	Al	5	4⅝	2.41	3S11	9½	4.68			1470	40	Bos	Elec
Dorman	4HW	T,Buses	TC	4-4.54x5.12	330.0	75–2000	16.5	550–1000	850	90	14.9	210–1200	1115	1⅞–.53	1⅝–.45	45	45	Al	5	6.00	4.87	S76	10½	8.65			1470	40		Opt
Dorman	6HW	T,Buses	TC	6-4.54x5.12	495.0	112–2000	16.5	550–1000	850	90	17.0	330–1400	1900	1⅞–.53	1⅝–.45	45	45	Al	5	6.00	4.87	S76	10½	8.65			1470	40	Bos	Elec
Dorman	4RBL	Tractors	TC	4-4.73x7.10	496.0	90–1700	17.0	550–1000	850	85	20.0	336–1000	1800	1⅝–.51	1⅝–.51	45	45	Al	4	6.00	6.22	S76	14½	10.90			1470	40	Opt	Opt
Dorman	4JUR	T,Buses	TC	4-4x5.12	257.0	58–2000	17.5	575–1000	850	89	21.1	166–1200	1230	1½–.43	1⅜–.38	45	45	Al	5	5.00	3.52	S76	10½	6.61			1470	40	Opt	Opt
Dorman	6JUR	T,Buses	TC	6-4x5.12	385.0	90–2400	17.5	575–1000	850	77	14.9	240–1400	1340	1½–.43	1⅜–.38	45	45	Al	5	5.00	3.52	S76	10½	6.61			1470	40	Bos	Elec
E.M.B.	4L	C,T,Tr,B,M,R	TC	4-4x6	301.0	60–2000	15.2	460–1500	800	79	17.7	170–1800	1060	1⅜–⅜	1⅜–⅜	45	45	Al	5	4¼	3.50		12½	7½	Clo		2500	42	Opt	Opt
[6]Lister	JP	M,R,Ind	AC	1-4½x5½	87.5	9–1000	15.0	450–1000	750	81	128.0	49–1000	1148	1⅞–⅞	1⅜–⅞	45	45	Al	4	5.40	4.90		11.00	11.90	Clo	S	2000	48	Own	Hand
[7]Lister	CD	Tr,M,R,Ind	AC	1-4½x4⅝	69.5	8–1200	15.0	450–1200	800	76	117.0	36.7–1000	938	1⅞–⅜	1½–⅜	45	45	Al	5	5.50	4.80		8½	6.40	Clo	S	1250	48	Own	Hand
McLaren	4M12	C,T,B,R	AC	4-3.78x3.94	176.5	48–2500	15.0	410–1500	750	86	14.6	105–1800	700	1.34–.33	1.34–.33	45	45	Al	5	4.56	2.20	NiS	7.87	5.50	Clo	S	1800	47	Opt	Opt
McLaren	4M14	C,T,B,R	AC	4-3.78x4.74	212.0	57–2500	15.0	410–1500	750	85	12.7	130–1800	725	1.34–.33	1.34–.33	45	45	Al	5	4.56	2.20	NiS	9.84	5.75	Clo	S	1800	47	Opt	Opt
McLaren	LM4	T,Tr,B,M,R	AC	4-4.14x5.91	316.5	62–1800	17.0	500–1400	720	86	17.0	200–1300	1050	1.65–.41	1.65–.41	60	60	Sil	5	5.55	4.30	NiS	12.40	8.40	Clo	S	1600	44	Opt	Opt
McLaren	LM6	T,Tr,B,M,R	AC	6-4.14x5.91	475.0	93–1800	17.0	500–1400	720	86	14.8	300–1300	1375	1.65–.41	1.65–.41	60	60	Sil	5	5.55	4.30	NiS	12.40	8.40	Clo	S	1600	44	Opt	Opt
McLaren	MDB8	M,Railcar	PC	8-5.32x7.90	1400.0	150–1000	15.0	450–1000	650	85	39.3	950–600	5900	1.89–.47	1.89–.47	45	45	CI	5	8.61	18.25	NiS	12.40	21.00	Clo	S	1000	45	Opt	Opt
[5]McLaren	MDB6	Tr,M,R	PC	6-5.32x7.90	1049.0	112–1000	15.0	450–1000	650	85	33.0	712–600	3700	1.89–.47	1.89–.47	45	45	CI	5	8.61	18.25	NiS	12.40	18.00	Clo	S	1000	45	Opt	Opt

FRENCH

Berliet		T,Tr,B,M,R	AC	4-3.94x5.52	268.0	48–1900	15.0	497–	852			144–1100	1080	1.67–.43	1.67–.43	45	45	Al	6	6.50	5.52	CNS	11.23	6.98	Clo	S	1320	.42	PR	Elec
Berliet		T,Tr,B,M,R	AC	6-5.12x7.08	872.0	125–1500	15.0	497–	852			470–1200	2730	1.85–.43	1.85–.43	45	45	Al	6	7.29	11.50	CNS	13.80	12.82	Clo	S	1320	.42	PR	Elec
Berliet		T,Tr,B,M,R	AC	6-4.32x5.90	525.0	85–1700	15.0	497–	852			282–1300	1890	1.66–.43	1.66–.43	45	45	Al	6	6.89	7.35	CNS	12.30	8.97	Clo	S	1320	.42	PR	Elec
Berliet		T,Tr,B,M,R	AC	4-4.32x5.90	348.0	55–1700	15.0	497–	852			188–1300	1255	1.66–.43	1.66–.43	45	45	Al	6	6.89	7.35	CNS	12.30	8.97	Clo	S	1320	.42	PR	Elec
Berliet		T,Tr,B,M,R	AC	6-4.72x6.30	660.0	100–1700	15.0	497–	852			346–1300	2110	1.85–.43	1.85–.43	45	45	Al	6	7.48	9.43	CNS	12.00	11.38	Clo	S	1320	.42	PR	Elec
[9]C.L.M.	CR2	T,Tractors	DI	2-2.58x8.28	85.5	24–1450				153	31.7		760	2 Cycle																				
[10]C.L.M.	LC2	Trucks	DI	2-3.35x9.45	164.5	50–1500				160	20.3		1012	2 Cycle																				
C.L.M.	285	T,Tractors	DI	2-3.35x11.8	207.4	48–1200				153	21.1		1012	2 Cycle																				
Rochet-Schneider	355	T,Tr,B,R	TC	6-4.34x5.91	519.0	105–1800	15.0	470–1000	712	89	18.8	325–1500	1980	1.77–.45	1.77–.45	45	45		5	6.90	4.62	ChNi	11.95	7.70	Clo	S	1250	.44	Bos	Elec
Rochet-Schneider	375	T,Tr,B,R	TC	4-4.34x5.91	348.0	70–1800	15.0	470–1000	712	88	23.6	216–1500	1650	1.77–.45	1.77–.45	45	45		5	6.90	4.62	ChNi	11.95	7.70	Clo	S	1250	.44	Bos	Elec
Renault	4C96	C,T,Tr,B,M	DI	4-3.78x5.91	270.0	45–1800	16.0	498–1800	855	73	23.5	141–1300	1056	1.58–.35	1.58–.35	120	90	Al	4	5.52	4.05	3435	12.05	6.69	Clo	M	4116	.44	Own	Opt
Renault	4C125	C,T,Tr,B,M,R	DI	4-4.92x6.70	506.0	80–1600	16.0	499–1600	783	78	22.3	318–1100	1780	1.97–.39	1.97–.39	120	90	Al	4	7.29	8.07	3435	14.59	7.49	Clo	M	2940	.42	Own	Elec
Renault	6C125	C,T,Tr,B,M,R	DI	6-4.92x6.70	764.0	120–1500	16.0	499–1500	783	83	18.0		2160	1.97–.39	1.97–.39	120	90	Al	4	7.29	8.07	3435	14.59	7.49	Clo	M	2940	.42	Bos	Elec
Unic	M20	C,T,Tr,B,M,R	PC	6-4.74x6.50	524.0	95–1600	16.0	515–1600	665	90	17.6	325–1000	1670	1.50–.40	1.50–.40	45	45	Al	5	6.31	3.30	CNS	13.00	8.20	Clo	S	950	.45	Bos	Elec
Unic	M25	C,T,Tr,B,M,R	PC	4-4.33x5.12	302.0	62–2000	17.0	520–2000	700	81	14.8	180–1200	920	1.50–.40	1.50–.40	45	45	Al	5	6.50	3.50	CNS	11.10	8.40	Clo	S	950	.45	Bos	Elec

GERMAN

Bussing-Nag	LD4	C,T,Tr,B,R	PC	4-4.34x5.12	301.5	55–1500	16.5	499–1200	641	96	21.2	168–600	1165	2.09–.41	1.89–.41	30	30	Elek	5	6.84	5.17	St	10.60	7.25	Op	M	1250	.60	Bos	Elec
Bussing-Nag	FD4	C,T,Tr,B,R	PC	4-4.93x6.70	509.0	70–1500	16.5	499–1200	641	73	22.0	294–800	1540	2.09–.41	1.89–.41	30	30	Elek	5	7.45	7.09	St	13.80	12.30	Op	M	1250	.60	Bos	Elec
Bussing-Nag	GD4	C,T,Tr,B,R	PC	4-5.12x6.70	550.0	80–1500	16.5	499–1200	641	76	19.5	328–1562	1562	2.28–.41	2.28–.41	30	30	Elek	5	7.45	8.10	St	13.80	12.30	Op	M	1250	.60	Bos	Elec
Bussing-Nag	LD6	C,T,Tr,B,R	PC	6-4.34x5.12	453.0	80–1500	16.5	499–1200	641	93	18.3	246–700	1460	2.09–.41	1.89–.41	30	30	Elek	5	6.84	5.17	St	10.62	7.25	Op	M	1250	.60	Bos	Elec
Bussing-Nag	FD6	C,T,Tr,B,R	PC	6-4.92x6.70	765.0	110–1500	16.5	499–1200	641	76	17.3	481–800	1900	2.09–.41	1.89–.41	30	30	Elek	5	7.45	7.10	St	13.80	12.30	Op	M	1250	.60	Bos	Elec
Bussing-Nag	GD6	C,T,Tr,B,R	PC	6-5.12x6.70	826.0	135–1500	16.5	499–1200	641	86	14.4	514–800	1945	2.28–.41	2.28–.41	30	30	Elek	5	7.45	8.10	St	13.80	12.30	Op	M	1250	.60	Bos	Elec
[11]Deutz	FM313	T,Tr,B,R	PC	4-3.94x5.12	244.0	50–2000	18.0	512–2000	712	81	16.7	152–1500	836									NiS					2205	.46	Bos	Elec
[12]Deutz	FM317	T,Tr,B,R	PC	3-4.73x6.70	351.0	56.4–1500	18.0	512–1500	712	85	26.6	205.5–1200	1498									NiS			Clo	S	1765	.44	Bos	Elec
[13]Deutz	FM316	T,Tr,B,M,R	PC	4-3.94x6.30	304.8	63–2000	18.0	512–2000	712	82	15.7	166–1500	990									NiS					2205	.46	Bos	Elec
[6]Deutz	AM220	M,Railcar	PC	6-6.69x7.87	1665.3	150–1000	17.5	576–1000	640	71	40.6	780–1000	6100	2.36–.59	2.36–.59	45	45	CI	5	9.84	3.52	NiS	17.72	3.16	Clo	S	1470	42		Opt
Junkers	2, 7	C,T,Tr,B,R	DI	2-3.35x9.45	166.0	55–1500	17.0			175	17.2	231–700	945												Op		3560	.42	Bos	Elec
Junkers	4, 1	C,T,Tr,B,R	DI	3-3.35x9.45	249.0	80–1500	17.0			170	16.5	325–700	1320												Op		3560	.42	Bos	Elec
Junkers	5, 4	C,T,Tr,B,R	DI	4-3.35x9.45	332.0	110–1500	17.0			175	15.0	455–700	1650												Op		3560	.42	Bos	Elec
Junkers	7, 5	C,T,Tr,B,R	DI	4-3.94x9.45	458.0	165–1500	17.0			190	12.7	600–1000	2090												Op		3560	.42	Bos	Elec
Kamper	6D10	T,Tr,B,M,R	TC	6-3.94x5.60		90–2000	18.0	569–1100	782		12.7	238.3–2000	1144	1.77–	2.05–	120	120	Al	4	5.24	4.62	ChNi	11.22	5.66			1176	.46	Opt	Opt
Kamper	6D12	T,Tr,B,M,R	TC	6-4.73x6.70		120–1500	16.0	569–1100	782		12.8	412–1500	1540	1.77–	2.05–	120	120	Al	4	6.77	7.04	ChNi	13.75	11.33			1176	.44	Opt	Opt
Linke-Hoffman	17AR	Tractors	TC	4-4.93x6.70	511.0	55–1150	16.0	484–1150	711	74	34.4	247–1150	1892	1.89–.51	1.89–.51	90	90		6	6.31	10.35	ChNi	14.45	11.90	Clo	S	2575	.44	Bos	Elec
Linke-Hoffman	145SB	Tractors	TC	4-4.14x5.72	360.0	45–1250	18.0	597–1250	712	79	28.3	185.6–1250	1276	1.65–.35	1.65–.35	90	90		6	6.19	8.22	ChNi	11.82	8.45	Clo	S	1764	.44	Bos	Elec
M. A. N.	D-0524			4-4.14x4.73	278.0	46–2200	15.0	470–	810	59	19.6	112–	902	1.58–.39	1.58–.39	30	30		4	6.10	4.05	St	9.85	6.75	Clo	S	1910	.44		
M. A. N.	D-0534			4-4.14x5.12	276.0	50–2200	15.0	470–	810	65	18.5	242–	925	1.58–.39	1.58–.39	30	30		4	6.10	4.05	St	9.85	6.75	Clo	S	1910	.44		
M. A. N.	D-0530			6-4.14x5.12	412.0	58–1800	15.0	470–	810	62	18.6	173–	1080	1.58–.39	1.58–.39	30	30		4	6.10	4.05	St	10.85	7.30	Clo	S	1910	.44		
M. A. N.	D-0540			6-4.14x5.51	444.0	65–1800	15.0	470–	810	64	16.8	195–	1090	1.58–.39	1.58–.39	30	30		4	6.10	4.05	St	10.85	7.30	Clo	S	1910	.44		
M. A. N.	D-2086			6-4.73x7.10	745.0	85–1400	14.0	470–	882	64	18.8	318–	1606	1.42–.48	1.42–.39	30	30		4	7.88	6.30	St	14.20	12.40	Clo	M	2500	.40		
M. A. N.	D-4086			6-5.51x7.10	1002.0	115–1400	14.0	470–	882	64	17.6	452–	2022	1.65–.50	1.65–.42	30	30		5	8.50	8.47	St	14.20	15.95	Clo	M	2500	.40		
Maybach	GO5h	M,Railcar	DI	6-5.91x7.88	1302.0	210–1400	14.0	498–	712	90	15.3	909–500	3210	2.36–.68	2.56–.68	30	30		6	8.37	10.70	St	15.75	13.10	Clo	M	2920	.40	Bos	Elec
Maybach	GO4	M,Railcar	DI	6-5.52x7.10	1014.0	150–1400	14.0	498–	712	83	16.1	665–500	2420	2.52–.53	2.52–.53	30	30		6	7.40	8.35	St	12.00	9.90	Clo	M	2940	.44	Bos	Elec
Maybach	GO5	M,Railcar	DI	12-5.91x7.88	2604.0	140–1400	14.0	498–	712	30	33.8	1704–500	4730	2.36–.68	2.56–.68	30	30		6	8.37	10.70	St	15.75	22.00	Clo	M	2940	.40	Bos	Elec
M. W. M.	SS115V	T,Tr,B,M	AC	4-4.14x5.91	317.5	64–1800	17.5	484–1800	712	89	17.5	195–1300	1122	1.89–.38	1.89–.38	30	30	Al	6	5.91	3.92		12.10	7.55	Clo	S	2350	.43	Bos	Opt
M. W. M.	SS17S	T,Tr,B,M,R	AC	6-4.92x6.70	763.7	135–1600	17.5	484–1600	710	88	16.2	447–1300	2190	1.20–.51	1.20–.51	30	30	Al	6	6.58	6.38		14.20	12.70	Clo	S	2350	.43	Bos	Opt
M. W. M.	GS13V	T,Tr,B	AC	4-3.94x5.12	249.0	50–2000	17.5	484–2000	710	80	18.5	126–1700	925	1.73–.34	1.73–.34	30	30	Al	5	5.64	3.30		11.02	7.42	Clo	S	2205	.43	Bos	Elec
M. W. M.	SS17V	T,Tr,B,M,R	AC	4-4.94x6.70	509.0	90–1600	17.5	484–1600	712	88	18.6	296–1300	1674	2.2–.51	2.2–.51	30	30	Al	6	6.59	6.38		14.20	12.60	Clo	S	2350	.43	Bos	Opt
M. W. M.	SS115S	T,Tr,B,M,R	AC	6-4.14x5.91	476.0	96–1800	17.5	484–1800	712	89	16.05	289–1300	1540	1.89–.38	1.89–.38	30	30	Al	6	5.91	3.92		12.00	7.55	Clo	S	2350	.43	Bos	Opt

Continued on next page

AUTOMOTIVE DIESEL AND OTHER HEAVY OIL ENGINES—Continued

ENGINE MAKE AND MODEL	Designed for	GENERAL: Type	Number of Cylinders—Bore and Stroke	Piston Displacement (Cu. Ins.)	Manufacturers Rated HP. at Specified R.P.M.	Compression Ratio to 1	Compression Pressure (Lbs. per Sq. In. at Specified R.P.M.)	Maximum Pressure (Lbs. per Sq. in.)	B.M.E.P. at Maximum HP. (Lbs. per Sq. In.)	Weight per Rated HP. (Lbs.)	Maximum Torque in Lbs. Ft. at Specified R.P.M.	Engine Weight Complete (Lbs.)	VALVES (4 Cycle): Inlet Port Diameter and Lift (Ins.)	Exhaust Port Diameter and Lift (Ins.)	Inlet Seat Angle (Deg.)	Exhaust Seat Angle (Deg.)	PISTON: Material	Number of Rings per Piston	Length (Ins.)	Weight of Piston with Rings and Pin (Lbs.)	CONNECTING RODS: Material (S.A.E. No.)	Center to Center Length	Weight with Cap and Bushing (Lbs.)	INJECTION VALVE: Type (Open or Closed)	Orifices (Single or Multiple)	Injection Pressure (Lbs. per Sq. In.)	Specific Fuel Consumption (Lbs. per B.H.P. Hr.)	STARTING EQUIPMENT: Make	Type
GERMAN (Cont.)																														
Vomag.....4R3080	C,Buses.....	TC...	4-5.12x7.10	592.0	90-1600	14.7	384-	683	75	19.8	325-1100	1780	2.17-.47	2.17-.47	45	45	Elek	4	7.69	7.49	.....	14.6	11.0	Op..	S...	950	.48	Bos...	Elec..
Vomag.....6R1060	C,Buses.....	TC...	6-4.34x6.31	556.0	100-1900	14.4	427-	684	75	18.6	324.5-1400	1860	1.77-.47	1.97-.47	45	45	Elek	4	4.50	4.51	.....	12.8	7.92	Op..	S...	955	.47	Bos...	Elec..
Vomag.....6R3080	C,Buses.....	TC...	6-5.12x7.10	875.0	130-1600	14.7	384-	682	74	19.0	476-1100	2475	2.17-.47	2.17-.47	45	45	Elek	4	7.68	7.48	.....	14.6	11.0	Op..	S...	955	.47	Bos...	Elec..
ITALIAN																														
Fiat.....324	T,Buses.....	TC...	4-4.26x4.93	379.0	55-2200	17.4	427-2200	998	52	23.6	141-1500	1300	1.65-.45	1.54-.45	45	45	Al..	6	17.05	3.17	St....	11.25	6.32	Clo.	S...	1470	.46	Own..	Elec..
Fiat.....350C	Trucks.....	DI...	4-4.26x5.99	340.0	60-1800	16.0	427-1800	1068	78	25.5	187.5-1000	1530	1.85-.45	1.58-.41	45	45	Al..	6	6.50	3.65	St....	12.50	7.35	Clo.	M..	2205	.41	Own..	Elec..
Fiat.....355C	T,B,Railcar....	DI...	6-4.26x5.99	510.0	80-1700	16.0	427-1700	1068	73	24.4	267-1200	1948	1.85-.45	1.58-.41	45	45	Al..	6	6.50	3.65	St....	12.50	7.35	Clo.	M..	2205	.41	Own..	Elec..
Fiat.....355DA	B,Railcar.....	TC...	6-4.54x6.30	608.5	110-1800	17.4	427-1800	996	79	17.5	325-1300	1925	1.65-.49	1.65-.49	45	45	Al..	6	5.80	3.83	St....	13.00	8.36	Clo.	S...	1470	.44	Own..	Elec..
Fiat.....356	Buses.....	TC...	6-4.54x6.30	608.5	115-1800	17.4	427-1800	996	83	18.2	354-1400	2090	1.65-.49	1.65-.49	45	45	Al..	6	6.85	4.89	St....	13.00	6.36	Clo.	S...	1470	.44	Own..	Elec..
SWEDISH																														
Penta-Hesselman...HA6	Marine.....	DI....	6-3.50x4.34	250.0	42-1830	6.0	.....	.....	74	13.1	20-1000	550	1.34-.34	1.34-.34	45	45	Al..	4	4.72	1.96	St....	9.85	2.95	Op..	M..	.....	.35	Bos...	Opt...
Penta-Hesselman...PG3	Marine.....	DI....	6-4.54x5.67	547.0	100-1600	6.75	.....	.....	90	9.0	48-1200	900	1.89-.51	1.89-.51	30	30	Al..	5	6.10	4.40	St....	11.80	6.60	Op..	M	.....	.53	Bos...	Opt...
SWISS																														
Saurer.....BZD	M,Railcar.....	DI....	12-5.12x7.10	1750.0	360-1500	15.4	455-1500	854	109	13.7	1343-1000	4840	1.65-.47	1.65-.47	90	90	....	5	8.27	9.20	NiS...	14.60	13.62	Clo.	M..	2500	.37	Opt...	Elec..
Saurer.....BUD	T,B,M,R.....	DI....	6-4.73x6.70	704.0	140-1800	15.5	455-1600	854	99	16.5	550-1100	2310	1.54-.45	1.54-.45	90	90	....	5	7.00	7.09	NiS...	14.20	10.90	Clo.	M..	2500	.37	Opt...	Elec..
Saurer.....BLD	T,Tr,B,M,R...	DI....	6-4.34x5.92	522.0	115-1800	15.5	484-1800	854	97	15.3	368-1100	1760	1.30-.35	1.30-.35	90	90	....	5	7.30	5.44	NiS...	13.40	10.00	Clo.	M..	2500	.41	Opt...	Elec..
Saurer.....CRD	T,B,R.....	DI....	4-4.14x5.12	274.0	55-1800	16.0	484-1800	854	88	16.8	173-1200	925	1.30-.34	1.30-.34	90	90	....	5	5.99	8.15	NiS...	10.62	6.05	Clo.	M..	2500	.44	Opt...	Elec..
Saurer.....BXD	T,M,R.....	DI....	6-5.12x7.10	875.0	180-1500	15.4	456-1500	854	109	14.05	671-1000	2530	1.65-.47	1.65-.47	90	90	....	5	8.27	9.20	NiS...	14.20	13.20	Clo.	M..	2500	.37	Opt...	Elec..
Saurer.....BOD	T,Tr,B,M,R...	DI....	4-4.34x5.91	348.0	75-1800	15.5	483-1800	854	95	17.6	253-1150	1320	1.30-.36	1.30-.36	90	90	....	5	7.29	5.43	NiS...	13.40	10.00	Clo.	M..	2500	.41	Opt...	Elec..
S. L. M.....6TV18	Railcars.....	DI....	6-7.10x8.67	3420.0	150-850	.....	499-850	741	41	33.7	855-500	5006	2.16-	2.16-	225	250	Al..	6	9.45	2.80	ChNi.	18.90	2.65	Clo.	....	7350	.40	Own..	Opt...

ABBREVIATIONS:

1—Also Made in 1, 2, 3, & 4 Cylinders
2—These Engines Range from 3 to 8 Cylinders
3—Mfg. Under Waukesha-Hesselman License
4—Also Built in 1, 2, 3, 4 and 5 Cylinders
5—Also Built in 1, 2 and 3 Cylinders
6—Also Built in 2, 3 & 4 Cylinders
7—Also Built in 2 Cylinders
8—Also Built in 3, 4 & 5 Cylinders
9—CR Series also Built with 3 Cylinders
10—LC Series also Built in 3 & 4 Cylinders
11—Also Built with 6 Cylinders
12—Also Built with 4, 6 & 8 Cylinders
12—Also Built with 6 Cylinders

AC—Air Chamber
Al—Aluminum
Als—Alloy Stee
B—Buses
BN—Bunite Nickel Alloy
Bos—Bosch
ChM—Chrome Molybdenum
CI—Cast Iron
CIt—Cast Iron Tinplated
Clo—Closed
CNM—Chrome Nickel Molybdenum
CNS—Chrome Nickel Steel
CS—Carbon Steel
DI—Direct Injection
D-R—Delco-Remy
Elec—Electric
Elek—Elektron Metal
Gas—Gas Engine
Ind—Industrial
L-N—Leece-Nev
M—Marine
M—Multiple
NI—Nickel Iron
NiS—Nickel Stee
Op—Open
PC—Precombustion Chamber
PR—Paris-Rhone
R—Railcars
S—Single
Sil—Silicon Alloy
SS—Semi-Steel
St—Steel
T—Trucks
Tr—Tractors

The following Buda engine models arrived too late for insertion in the stock engine table:

	JX-4	JX-6	JK-4	JK-6	JL-877	ET-350
No. of cyls.	4	6	4	6	4	4
Bore	5½	5½	6	6	6¼	4½
Stroke	7⅛	7¼	7⅛	7¼	7⅛	5½
Piston Disp.	677	1033	806	1230	870	350
HP. Rating	85-1200	129-1200	115-1200	188-1400	108-1000	50-1400
Comp. Ratio	4.6	4.6	4.7	4.7	4.6	4.7
Designed for—	Tractors Industrial	Tractors Industrial	Tractors Industrial	Tractors Industrial	Tractors Industrial	Trucks, Buses Tractors

See pages 264-265 for other Buda engine models.

AMERICAN STOCK STEERING GEARS

MAKE AND MODEL	Designed For	CAPACITY: For Vehicle Gross Weight (Lbs.)	CAPACITY: For Maximum Weight on Front Wheels (Lbs.)	Type	Ratio	OUTSIDE DIAMETER: Steering Wheel (Ins.)	OUTSIDE DIAMETER: Wheel Shaft (Ins.)	OUTSIDE DIAMETER: Column Jacket (Ins.)	STEERING ARM: Center to Center Length (Ins.)	STEERING ARM: Maximum Angular Motion (Deg.)	MATERIALS: Housing	MATERIALS: Reduction Gear S. A. E. No.	MATERIALS: Nut or Cam S. A. E. No.	MATERIALS: Gear Shaft S.A.E. No.	MATERIALS: Wheel Spider	Adjustable for Wear?	BEARINGS: Thrust: Type	Thrust: Number	Thrust: Make	Thrust: Diameter (Ins.)	Thrust: Length (Ins.)	BEARINGS: Gear Shaft: Type	Gear Shaft: Number	Gear Shaft: Make	Gear Shaft: Diameter (Ins.)	Gear Shaft: Length (Ins.)	CONTROL LEVERS: Location	CONTROL LEVERS: Type	Adapted for Right Hand Drive?	Weight Complete (Lbs.)
Gemmer....120	Cars	Var..	Var..	W&S	13°	.....	¾	1½°	Opt..	90	Mal..	.....	Spec..	Spec..	.....	Yes..	T-Rol.	2	Opt.	1¾	⅝	*Plain	2	Own.	1⅛	1½	AW..	SL..	Yes..	14
Gemmer....140	Cars,T	Var..	Var..	W&S	15°	.....	⅞	1½°	Opt..	90	Mal..	.....	Spec..	Spec..	.....	Yes..	T-Rol.	2	Opt.	1⅝	⅞	*Plain	2	Own.	°1¼	1½	AW..	SL..	Yes..	18
Gemmer....300	Cars	Var..	Var..	W&R	16.4	.....	¾	1½°	Opt..	88	Mal..	.....	Spec..	4130	.....	Yes..	T-Rol.	..	Opt.	1¾	⅝	Plain.	2	Own.	1⅜	1⅜	None.	.....	Yes..	16
Gemmer....330	C.T.B	Var..	Var..	W&R	18.4	.....	⅞	1½°	Opt..	90	Mal..	.....	Spec..	4130	.....	Yes..	T-Rol.	2	Opt.	1⅝	⅞	Plain.	2	Own.	1¼	1½	AW..	SL..	Yes..	24
Gemmer....370	C,T,B,Tr	Var..	Var..	W&R	18.7	.....	1	1¾°	Opt..	90	Mal..	.....	Spec..	4130	.....	Yes..	T-Rol.	..	Opt.	2⅝	⅝	Plain.	2	Own.	1⅜	1½	AW..	SL..	Yes..	29
Lavine.....B1	C,T,Tr,B	9000	3600	N&L	Con..	Var..	1	1½°	Var..	80	Mal..	1345	1315	X 1345	.....	Yes..	Roller.	2	Tim.	.....	.....	Rfn.	V	Own.	.....	.....	AW°	SL..	Yes..	Var..
Lavine.....C1	C,T,Tr,B	13000	5200	N&L	Con..	Var..	1	1¾°	Var..	80	Mal..	1345	1315	X 1345	.....	Yes..	Roller.	2	Tim.	.....	.....	Rfn.	V	Own.	.....	.....	BW°	SL..	Yes..	Var..
Lavine.....X1	C,T,Tr,B	16000	6400	N&L	Con..	Var..	1	1¾	Var..	80°	Mal..	1345	1315	X 1345	.....	Yes..	Roller.	2	Tim.	.....	.....	Rfn.	V	Own.	.....	.....	AW°	SL..	Yes..	Var..
Lavine.....Y1	C,T,Tr,B	20000	8000	N&L	Con..	Var..	1⅛	2	Var..	84°	Mal..	1345	1315	X 1345	.....	Yes..	Roller.	2	Tim.	.....	.....	Rfn.	V	Own.	.....	.....	BW°	SL..	Yes..	Var..
Lavine.....Z1	C,T,Tr,B	40000	16000	N&L	Con..	Var..	1⅛	2¼	Var..	84°	Mal..	1345	1315	X 1345	.....	Yes..	Roller.	2	Tim.	.....	.....	Rfn.	V	Own.	.....	.....	AW°	SL..	Yes..	Var..
Lavine.....A	C,T	3400	1500	S&N	Var..	Var..	¾	V-1⅜	Var..	80	Mal..	2345	X 1345	X 1345	Var..	Yes..	Ball..	2	.....	1⅞	.....	Roller.	r	Own.	⅛	Var..	AW..	SL..	Yes..	Var..
Lavine.....AA	C,T,Tr	8000	3000	S&N	Var..	Var..	⅞	V-1½	Var..	80	Mal..	2345	X 1345	X 1345	Var..	Yes..	Ball..	2	.....	1⅞	.....	Roller.	r	Own.	⅛	Var..	AW..	SL..	Yes..	Var..
Lavine.....B2	C,T,B,Tr	12500	4000	S&N	Var..	Var..	1	V-1¾	Var..	80	Mal..	2345	X 1345	X 1345	Var..	Yes..	Roller.	2	Tim.	2⅜	.....	Roller.	r	Own.	⅛	.....	AW..	SL..	Yes..	Var..
Lavine.....C2	C,T,B,Tr	15000	5000	S&N	Var..	Var..	1	V-1¾	Var..	80	Mal..	2345	X 1345	X 1345	Var..	Yes..	Roller.	2	Tim.	2⅜	.....	.....	r	Own.	⅛	.....	AW..	SL..	Yes..	Var..
Lavine.....X2	C,T,B,Tr	18500	7000	S&N	Var..	Var..	1	V-1¾	Var..	80	Mal..	2345	X 1345	X 1345	Var..	Yes..	Roller.	2	Tim.	2⅜	.....	.....	r	Own.	⅛	.....	AW..	SL..	Yes..	Var..
Lavine.....Y2	C,T,B,Tr	26000	9000	S&N	Var..	Var..	1⅛	V-2	Var..	84	Mal..	2345	X 1345	X 1345	Var..	Yes..	Roller.	2	Tim.	2¾	.....	.....	r	Own.	⅛	.....	Opt..	Opt..	Yes..	Var..
Lavine.....Z2	C,T,B,Tr	40000	16000	S&N	Var..	Var..	1⅛	V-2¼	Var..	84	Mal..	2345	X 1345	X 1345	Var..	Yes..	Roller.	2	Tim.	2¾	.....	.....	r	Own.	⅛	.....	Opt..	Opt..	Yes..	Var..
Ross.....S14	Cars	Var..	Var..	C&L	Var..	17	⅞	1⅜	Opt..	80	.....	.....	.....	.....	.....	Yes..	Ball..	2	Own.	Var.	Var.	Plain.	..	Own.	Var.	Var.	Opt..	Opt..	Yes..	Var..
Ross.....S21	Cars	Var..	Var..	C&L	Var..	17	⅞	1½	Opt..	80	.....	.....	.....	.....	.....	Yes..	Ball..	2	Own.	Var.	Var.	Plain.	..	Own.	Var.	Var.	Opt..	Opt..	Yes..	Var..
Ross.....S54	Cars	Var..	Var..	C&L,R	Var..	17	⅞	1⅜	Opt..	80	.....	.....	.....	.....	.....	Yes..	Ball..	2	Own.	Var.	Var.	Plain.	..	Own.	Var.	Var.	Opt..	Opt..	Yes..	Var..
Ross.....S61	Cars	Var..	Var..	C&L,R	Var..	17	⅞	1½	Opt..	80	.....	.....	.....	.....	.....	Yes..	Ball..	2	Own.	Var.	Var.	Plain.	..	Own.	Var.	Var.	Opt..	Opt..	Yes..	Var..
Ross.....140	Cars	Var..	Var..	C&L	Var..	17	⅞	1⅜	Opt..	80	.....	.....	.....	.....	.....	Yes..	Ball..	2	Own.	Var.	Var.	Plain.	..	Own.	Var.	Var.	Opt..	Opt..	Yes..	Var..
Ross.....180	Cars	Var..	Var..	C&L	Var..	18	1	1½	Opt..	80	.....	.....	.....	.....	.....	Yes..	Ball..	2	Own.	Var.	Var.	Plain.	..	Own.	Var.	Var.	Opt..	Opt..	Yes..	Var..
Ross.....215	Cars	Var..	Var..	C&L	Var..	18	⅞	1½	Opt..	80	.....	.....	.....	.....	.....	Yes..	Ball..	2	Own.	Var.	Var.	Plain.	..	Own.	Var.	Var.	Opt..	Opt..	Yes..	Var..
Ross.....220	C,T	Var..	Var..	C&L	Var..	18	1	1⅝	Opt..	80	.....	.....	.....	.....	.....	Yes..	Ball..	2	Own.	Var.	Var.	Plain.	..	Own.	Var.	Var.	Opt..	Opt..	Yes..	Var..
Ross.....260	C,T&B	Var..	Var..	C&L	Var..	18	1	1¾	Opt..	76	.....	.....	.....	.....	.....	Yes..	Ball..	2	Own.	Var.	Var.	Plain.	..	Own.	Var.	Var.	Opt..	Opt..	Yes..	Var..
Ross.....300	T&B	Var..	Var..	C&L	Var..	18	1⅛	1¾	Opt..	80	.....	.....	.....	.....	.....	Yes..	Ball..	2	Own.	Var.	Var.	Plain.	..	Own.	Var.	Var.	Opt..	Opt..	Yes..	Var..
Ross.....320	T&B	Var..	Var..	C&L	Var..	22	1⅛	2¼	Opt..	80	.....	.....	.....	.....	.....	Yes..	Ball..	2	Own.	Var.	Var.	Plain.	..	Own.	Var.	Var.	Opt..	Opt..	Yes..	Var..
Ross.....360	T&B	Var..	Var..	C&L	Var..	22	1¼	2¼	Opt..	80	.....	.....	.....	.....	.....	Yes..	Ball..	2	Own.	Var.	Var.	Plain.	..	Own.	Var.	Var.	Opt..	Opt..	Yes..	Var..
Ross.....540	C&T	Var..	Var..	Roller	Var..	17	⅞	1⅜	Opt..	80	.....	.....	.....	.....	.....	Yes..	Ball..	2	Own.	Var.	Var.	Plain.	..	Own.	Var.	Var.	Opt..	Opt..	Yes..	Var..
Ross.....580	C&T	Var..	Var..	Roller	Var..	18	1	1½	Opt..	72	.....	.....	.....	.....	.....	Yes..	Ball..	2	Own.	Var.	Var.	Plain.	..	Own.	Var.	Var.	Opt..	Opt..	Yes..	Var..
Ross.....615	C&T	Var..	Var..	Roller	Var..	18	⅞	1½	Opt..	80	.....	.....	.....	.....	.....	Yes..	Ball..	2	Own.	Var.	Var.	Plain.	..	Own.	Var.	Var.	Opt..	Opt..	Yes..	Var..
Ross.....620	C&T	Var..	Var..	Roller	Var..	18	1	1½	Opt..	80	.....	.....	.....	.....	.....	Yes..	Ball..	2	Own.	Var.	Var.	Plain.	..	Own.	Var.	Var.	Opt..	Opt..	Yes..	Var..
Ross.....660	C,T&B	Var..	Var..	Roller	Var..	18	1	1½	Opt..	76	.....	.....	.....	.....	.....	Yes..	Ball..	2	Own.	Var.	Var.	Plain.	..	Own.	Var.	Var.	Opt..	Opt..	Yes..	Var..
Ross.....700	T&B	Var..	Var..	Roller	Var..	18	1	1¾	Opt..	80	.....	.....	.....	.....	.....	Yes..	Ball..	2	Own.	Var.	Var.	Plain.	..	Own.	Var.	Var.	Opt..	Opt..	Yes..	Var..
Ross.....720	T&B	Var..	Var..	Roller	Var..	22	1⅛	2¼	Opt..	78	.....	.....	.....	.....	.....	Yes..	Ball..	2	Own.	Var.	Var.	Plain.	..	Own.	Var.	Var.	Opt..	Opt..	Yes..	Var..
Ross.....760	T&B	Var..	Var..	Roller	Var..	22	1¼	2¼	Opt..	76	.....	.....	.....	.....	.....	Yes..	Ball..	2	Own.	Var.	Var.	Plain.	..	Own.	Var.	Var.	Opt..	Opt..	Yes..	Var..
Saginaw.....34	Cars	.....	.....	W&R	16, 18⅔	Opt..	⅝	1½	Opt..	90	Mal..	4615	.....	1340A	Opt.	Yes..	T-Roll	2	Tim°	.....	.....	Plain.	2	.....	1¼	1½	Opt..	.....	Yes..	27
Saginaw.....35	Cars	.....	.....	W&R	16, 18⅔	Opt..	1	1⅝	Opt..	90	Mal..	4615	.....	4615	Opt.	Yes..	T-Roll	2	Tim°	.....	.....	Roller.	2	Spec.	1¼	1⅛	Opt..	.....	Yes..	30½
Saginaw.....31	T,B	.....	.....	W&S	24, 28	Opt..	1⅛	2¼	Opt..	87	Mal..	4615	.....	4615	Opt.	Yes..	T-Roll	2	Tim°	.....	.....	Plain.	2	.....	2½, 2⅝	1½, 2½	Opt..	.....	Yes..	92
Saginaw.....29	C,T,B	.....	.....	W&S	17, 25	Opt..	1	1¾	Opt..	86	Mal..	4615	.....	4615	Opt.	Yes..	T-Roll	2	Tim°	.....	.....	Plain.	2	.....	1⅛	1¾	Opt..	.....	Yes..	43
Saginaw.....27	C,T,B	.....	.....	W&S	17, 23	Opt..	1	1¾	Opt..	86	Mal..	4615	.....	4615	Opt.	Yes..	T-Roll	2	Tim°	.....	.....	Plain.	2	.....	1⅜	1½	Opt..	.....	Yes..	35
Saginaw.....25	C,T	.....	.....	W&S	17, 18	Opt..	1	1¾	Opt..	86	Mal..	X 1314	.....	4615	Opt.	Yes..	T-Roll	2	Tim°	.....	.....	Plain.	2	.....	1¼	1¼	Opt..	.....	Yes..	28
Saginaw.....24	C,T	.....	.....	W&S	17, 18	Opt..	11/32	1½	Opt..	86	Mal..	X 1314	.....	4615	Opt.	Yes..	T-Roll	2	Tim°	.....	.....	Plain.	2	.....	1⅛	1¼	Opt..	.....	Yes..	24
Saginaw.....23	C,T	.....	.....	W&S	14, 16	Opt..	11/32	1½	Opt..	86	Mal..	X 1314	.....	4615	Opt.	Yes..	T-Roll	2	Tim°	.....	.....	Plain.	2	.....	1⅛	1¼	Opt..	.....	Yes..	20
Saginaw.....36	C,I	.....	.....	W&R	20, 22	Opt..	1	1⅝	Opt..	75	Mal..	4615	.....	4615	Opt.	Yes..	T-Roll	2	Tim°	.....	.....	Roller.	2	Spec.	1⅝	1⅛	Opt..	.....	Yes..	37
Saginaw.....22	C,T	.....	.....	W&S	12, 14	Opt..	¾	1½	Opt..	94	Mal..	X 1314	.....	4615	Opt.	Yes..	T-Roll	2	Tim°	.....	.....	Plain.	2	.....	1, 1⅛	1, 1⅛	Opt..	.....	Yes..	141½
Saginaw.....21	C,T	.....	.....	W&S	12, 14	Opt..	5/8	1⅝	Opt..	94	Mal..	X 1314	.....	4615	Opt.	Yes..	T-Roll	2	Tim°	.....	.....	Plain.	2	.....	⅞	1	Opt..	.....	Yes..	12
Saginaw.....320	Cars	.....	.....	W&R	16, 17½	Opt..	¾	1½	Opt..	86	Mal..	4615	.....	1340A	Opt.	Yes..	T-Roll	2	Tim°	.....	.....	Plain.	2	.....	1⅛	1½	.....	.....	Yes..	19
Saginaw.....370	Cars	.....	.....	W&R	20, 24	Opt..	1	1⅝	Opt..	90	Mal..	4615	.....	4615	Opt.	Yes..	T-Roll	2	Tim°	.....	.....	Roller.	1	.....	⅝, 1½	⅝, 1½	Opt..	.....	Yes..	47
Saginaw.....390	T,B	.....	.....	W&R	24	Opt..	1⅛	2¼	Opt..	85	Mal..	4615	.....	1340A	Opt.	Yes..	T-Roll	2	Tim	.....	.....	T-Roll	2	Tim.	.....	.....	Opt..	.....	Yes..	124
Saylor-Beall..239H	C.	1200	.....	W&W	6¾-9½	.....	⅝	1½	3¾	360	Al....	2315	2315	1020	.....	Yes..	Plain.	3	.....	.....	.....	Plain.	2	.....	.....	.....	None.	.....	Yes..	9

ABBREVIATIONS:

°—Others Also
*—Also Flexible Rollers (full length of shaft)
Al—Aluminum
AW—Above Wheel
B—Buses
B&P—Ball and Plain
BW—Below Wheel
C—Cars
Car—Carbon Steel
ChN—Chrome Nickel
C&L—Cam and Lever
CI—Cast Iron
Cleve—Cleveland
Con—Constant
Mal—Malleable
N-D—New Departure
N&L—Nut and Lever
Opt—Optional
r—Rollfree Needles
R—Roller
Rfn—Rollfree Needles
RL—Ratchet Levers
RT—Radial and Thrust
S&N—Screw and Nut
SL—Short Levers
Spec—Special Steel
SS—Semi Steel
t—Tube
T—Trucks
T-Rol—Taper Roller
Tim—Timken
Tr—Tractors
V or Var—Varies
W&D—Worm and Disk
W&R—Worm and Roller
W&S—Worm and Sector
W&W—Worm and Wheel

AMERICAN TWO CYCLE OUTBOARD MOTORS

MAKE AND MODEL	Power Head	No. of Cylinders	Bore and Stroke (Ins.)	Piston Displacement (Cu. Ins.)	N.O.A. Certified Brake HP.	R.P.M.	Weight (Lbs.)	Piston Rings No. and Size	Propeller Diameter Pitch (Ins.)	Starting Device	Fuel Tank Capacity (Gals.)	Gear Ratio	Ignition System Type	Carbureter Make	Spark Plug Make and Model	Type of Exhaust	Cooling System
Evinrude-Elto.....Sportsman	R. V.–2 Port...	1	2x1⅝	5	2.2	3500	34	2–⅛	7½x6	Cord....	.4325	13–20	Magneto....	Tillotson..	Ch. 18-S1..	Underwater.	Pump.....
Evinrude-Elto.....Lightwin	R. V.–2 Port...	2	2x1⅝	10	5.1	3750	38	2–⅛	8x8	Cord....	½	13–20	Mag. or Bat.	Tillotson..	Ch. 18-S1..	Underwater.	Pump.....
Evinrude-Elto.....Fisherman	C. V.–2 Port...	2	2x1⅝	10	4.0	3250	39	2–⅛	7½x8	Cord....	½	13–20	Mag. or Bat.	Own.....	Ch. 18-S1..	Underwater.	Pump.....
Evinrude-Elto..Lightwin Imp.	R. V.–2 Port...	2	2x1⅝	10	5.5	4000	42	2–⅛	8½x8	Cord....	½	11–17	Mag. or Bat.	Tillotson..	AC-G-5....	Underwater.	Pump.....
Evinrude-Elto.....Fleetwin	R. V.–2 Port...	2	2¼x1⅞	15	8.5	4000	66	2–⅛	9x8	Cord....	1⅛	13–19	Mag. or Bat.	Tillotson..	Ch. 18-S1..	Underwater.	Pump.....
Evinrude-Elto.....Fleetwin	R. V.–2 Port...	2	2¼x1⅞	15	8.5	4000	98	2–⅛	9x7½	Electric..	1⅛	13–19	Mag. or Bat.	Tillotson..	Ch. 18-S1..	Underwater.	Pump.....
Evinrude-Elto.Light Four Imp.	R. V.–2 Port...	4	1¾x1¼	15	9.2	4000	55	3–⅛	8½x9	Cord....	1¼	11–17	Mag. or Bat..	Tillotson..	AC-G-5....	Underwater.	Pump.....
Evinrude-Elto.....Sportfour	R. V.–2 Port...	4	2x2	25	16.2	4000	85	2–⅛	10x10	Cord....	2¼	13–19	Mag. or Bat.	Tillotson..	Ch. 18-S1..	Underwater.	Pump.....
Evinrude-Elto.....Sportfour	R. V.–2 Port...	4	2x2	25	16.2	4000	119	2–⅛	10x10	Electric..	2¼	13–19	Mag. or Bat.	Tillotson..	Ch. 18-S1..	Underwater.	Pump.....
Evinrude-Elto.....Speeditwin	R. V.–2 Port...	2	2¾x2½	30	21.1	4000	98	2–⅛	11x11	Cord....	2½	15–21	Mag. or Bat..	Own.....	Ch. R-7...	Underwater.	Pump.....
Evinrude-Elto.....Speeditwin	R. V.–2 Port...	2	2¾x2½	30	21.1	4000	129	2–⅛	11x11	Electric..	2½	15–21	Mag. or Bat.	Own.....	Ch. R-7...	Underwater.	Pump.....
Evinrude-Elto..Racing Sp'd'in	R. V.–2 Port...	2	2¾x2½	30	30.6	6000	93	2–⅛	9¾x16	Cord....	2½	13–22	Mag. or Bat.	Optional..	Ch. R-1...	Underwater.	Pump.....
Evinrude-Elto.....Speediquad	R. V.–2 Port...	4	2½x2½	50	31.2	4000	125	2–⅛	10½x13	Cord....	4	15–21	Mag. or Bat.	Tillotson..	Ch. R-7...	Underwater.	Pump.....
Evinrude-Elto.....Speediquad	R. V.–2 Port...	4	2½x2½	50	31.2	4000	157	2–⅛	10½x13	Electric..	4	15–21	Mag. or Bat.	Tillotson..	Ch. R-7...	Underwater.	Pump.....
Evinrude-Elto.....Racing 460	Rotary Valve	4	2¾x2½	60	59.3	5500	134	2–⅛	10½x18	Cord....	4	13–19	Mag. or Bat.	Optional..	Ch. R-1...	Underwater.	Pump.....
Evinrude-Elto..Midget Racer	Rotary Valve	2	1¾x1¼	7½	6.0	5000	37	3–⅛	6¾x8½	Cord....	.500	13–20	Mag. or Bat.	Tillotson..	Ch. R-1...	Underwater.	Pump.....
Evinrude-Elto.....All Electric	.....	.....	.....	.....	.....	.....	60	.....	8x8	Switch.....	.....	13–20	Mag. or Bat.	.....	.....	Underwater.	Pump.....
Johnson Seahorse.....J-75	N. V.–3 Port...	1	2x1½	4.71	1.4	3000	29¼	3–⅛	8x8	Cord....	4*	14–25	Magneto....	Own.....	18 MM....	Muffler.....	Pump.....
Johnson Seahorse.....F-75	N. V.–3 Port...	2	2x1½	9.42	3.3	3000	42½	3–⅛	8x9	Cord....	7*	14–25	Magneto....	Own.....	18 MM....	Muffler.....	Pump.....
Johnson Seahorse.....300	R. V.–2 Port...	2	1⅞x1⅜	7.59	3.7	4000	37	2–⅛	8x6¼	Cord....	6½*	14–25	Magneto....	Own.....	14 MM....	Muffler.....	Pump.....
Johnson Seahorse.....A-75	R. V.–2 Port...	2	1⅞x1½	8.28	4.5	4000	48	2–⅛	9½x6	Cord....	7*	14–24	Magneto....	Own.....	18 MM....	Underwater.	Pres. Vac..
Johnson Seahorse.....K-75	R. V.–2 Port...	2	2⅞x1¾	14.00	9.3	4000	64	2–⅛	9½x9	Cord....	13*	14–24	Magneto....	Own.....	18 MM....	Underwater.	Pres. Vac..
Johnson Seahorse.....P-75	R. V.–2 Port...	2	2¾x2.52	30.00	22.0	4000	109	2–⅛	12" diam	Cord....	2½	12–21	Magneto....	Own.....	18 MM....	Underwater.	Pres. Vac..

*—Pints **Pres Vac.**—Pressure Vacuum **R. V.**—Rotary Valve **C. V.**—Check Valve **N. V.**—Valveless

Census of Numbered Motor Boats †

Port	Symbol Letter	1931	1932	1933	1934
Baltimore, Md.	N-P	15,588	15,888	16,925	17,223
Boston, Mass.	C-D-E	13,346	13,402	13,654	14,032
Bridgeport, Conn.	H-J	6,401	6,486	7,244	7,584
Buffalo, N. Y.	Z	1,148	1,186	2,093	2,400
Charleston, S. C.	U Preceding	1,233	1,272	1,526	1,703
Chicago, Ill.	S-T	6,995	7,183	8,114	8,421
Cleveland, Ohio	N	5,412	5,522	6,706	7,428
Des Moines, Iowa	H	3,051	3,127	3,295	3,392
Detroit, Mich.	P-R-A	10,779	11,834	12,947	13,901
Duluth, Minn.	U	1,055	1,055	833	973
Galveston, Tex.	E	2,611	2,691	3,375	4,108
Great Falls, Mont.	G	17	19	22	22
Honolulu, Hawaii	X-Y	894	938	1,220	1,344
Indianapolis, Ind.	K	1,557	1,652	1,745	1,820
Juneau, Alaska	T-U	3,826	3,947	4,007	4,050
Los Angeles, Calif.	A	3,674	3,878	3,980	4,198
Louisville, Ky.	L	2,290	2,275	2,290	2,295
Memphis, Tenn.	M	4,240	3,539	3,830	4,011
Milwaukee, Wis.	W	2,232	2,272	2,476	2,823
Minneapolis, Minn.	Z	748	759	755	811
Mobile, Ala.	A	3,690	3,853	4,168	4,400
New Orleans, La.	B-C	14,020	14,769	15,657	16,368
New York, N. Y.	K*	35,403	35,379	40,289	42,225
Norfolk, Va.	R-S	14,318	14,896	15,513	15,957
Ogdensburg, N. Y.	Y	3,596	3,252	4,705	5,020
Omaha, Neb.	Y	362	368	634	708
Pembina, N. D.	J	22	28	40	44
Philadelphia, Pa.	L-M	15,685	15,820	16,808	17,301
Pittsburgh, Pa.	V	586	754	907	1,052
Port Arthur, Tex.	D	1,511	1,610	1,783	1,956
Portland, Me.	A-B	13,374	13,664	14,237	15,262
Portland, Ore.	G-H-J	7,622	7,907	8,368	8,701
Providence, R. I.	F-G	3,040	3,038	3,124	2,824
Rochester, N. Y.	Q	3,558	3,695	4,454	5,087
St. Albans, Vt.	X	615	486	859	1,028
St. Louis, Mo.	X	7,171	7,400	8,457	9,024
San Antonio, Tex.	F	819	928	1,063	1,262
San Diego, Calif.	V	304	370	450	543
San Francisco, Calif.	B-C-D-E-F	5,729	5,626	6,049	6,703
San Juan, Puerto Rico	F-G	226	238	238	264
Savannah, Ga.	U After	1,396	1,399	1,401	1,430
Seattle, Wash.	K-L-M	7,913	8,219	10,481	10,826
Tampa, Fla.	V-W	22,290	23,240	25,229	25,698
Wilmington, N. C.	T	8,184	7,735	9,067	9,402
Total		258,531	263,599	291,008	305,624

*Motor boats without designating symbol letters are numbered in the District of New York.
†Bureau of Navigation, Department of Commerce.

BRITISH PASSENGER CARS

CAR MAKE AND MODEL	ENGINE															FUEL SYSTEM					GEARSET			REAR AXLE				Brks.		
	Number of Cylinders Bore and Stroke (Ins.)	Maximum Brake H.P. at Specified R.P.M.	Piston Displacement (Cu. Ins.)	Compression Ratio —to 1	Cylinder Arrangement	No. of Main Bearings	Valve Location	Cylinder and Crankcase Castings	Piston Material	Camshaft Drive	Wheelbase (Ins.)	Tread—Rear—(Ins.)	Tires—(Ins. or metric)	Cooling System	Oil Pressure to	Carburetor Make	Carburetor Type	Fuel Feed	Ignition Current Source	Clutch Type	Location	No. of Forward Speeds	Synchronizing Clutches	Final Drive	Gear Ratio—to 1	Torque taken by	Independent Wheel Suspension	Serv. Brake Application	Servo Unit Fitted	Chassis Weight (Lbs.)
A. C. Standard	6-2.56x3.94	56-3500	121.5	5.75	I.	5	I.	Sep.	Al..	Ch..	115	50	5.00/19	Pu..	abce.	Str..	Up..	Pu.	B...	SP..	En..	4	N	SB..	4.66	sp.	N	M	N	1820
A. C. Sports	6-2.56x3.94	66-3500	121.5	6.00	I.	5	I.	Sep.	Al..	Ch..	115	50	5.00/19	Pu..	abce.	SU..	Up..	Pu.	B...	SP..	En..	4	N	SB..	4.50	sp.	N	M	N	1820
Alvis S.C. 19.82	6-2.88x4.34	98-4250	168.3	6.48	I.	4	I.	Sep.	Als..	Ch..	124	56	5.50/19	Pu..	abe..	SU..	Ho..	Pu.	MB.	SP..	Sep.	4	Y	SB..	4.55	sp.	F	M	N	2590
Alvis S.G. 16.95	6-2.66x4.33	66-4200	144.0	5.87	I.	4	I.	Sep.	Als..	Ch..	118½	52	5.00/20	Pu..	ace..	SU..	Ho..	Pu.	B...	SP..	Sep.	4	Y	SB..	5.22	sp.	N	M	N	2247
Alvis S.A. 13.22	4-2.88x4.33	61-4300	112.0	5.89	I.	3	I.	Sep.	Als..	Ch..	118½	52	5.00/20	Pu..	ace..	SU..	Do..	Pu.	B...	SP..	Sep.	4	Y	SB..	5.22	sp.	N	M	N	2121
Alvis T.D. 19.82	6-2.88x3.94	72-4200	153.0	5.55	I.	4	I.	Sep.	Als..	Ch..	123	56	6.00/19	Pu..	ace..	SU..	Ho..	Pu.	MB.	....	Sep.	4§	N	SB..	5.22	sp.	F	M	N	2632
Alvis T.E. 19.82	6-2.88x3.94	72-4200	153.0	5.55	I.	4	I.	Sep.	Als..	Ch..	132	56	6.00/19	Pu..	ace..	SU..	Ho..	Pu.	MB.	....	Sep.	4§	N	SB..	5.22	sp.	F	M	N	2660
Armstrong Siddeley Special	6-3.51x5.25	....	302.0	5.30	I.	7	I.	Sep.	Als..	He..	132	58	6.50/19	Pu..	abce.	SU..	Ho..	Pu.	B...	....	Sep.	4§	N	SB..	3.82	tt..	N	M	N	.....
Armstrong Siddeley 20 HP	6-2.88x5.00	....	194.5	5.30	I.	4	I.	Int..	Als..	Ch..	122½°	56	5.50/19	Pu..	abce.	CH.	Do..	Pu.	B...	....	Sep.	4§	N	SB..	4.36	tt..	N	M	N	.....
Armstrong Siddeley 17 HP	6-2.63x4.50	....	146.0	5.30	I.	4	I.	Int..	Als..	Ch..	111°	52°	5.25/19	Pu..	abce.	CH.	Do..	Pu.	B...	....	Sep.	4§	N	SB..	5.30	tt..	N	M	N	.....
Armstrong Siddeley 12 HP	6-2.23x3.76	....	87.5	5.50	I.	4	L.	Int..	Als..	Ch..	97°	50	4.75/18	Pu..	abce.	CH.	Do..	Pu.	B...	....	Sep.	4§	N	SB..	5.60	tt..	N	M	N	.....
Aston Martin Mark II	4-2.73x3.90	70-4750	91.0	7.80	I.	3	I.	Int..	Al..	Ch..	120	52	5.25/18	Th..	abce.	SU..	Ho..	Pu.	M..	SP..	En..	4	N	SB..	4.67	sp.	N	M	N	2128
Aston Martin Ulster	4-2.73x3.90	80-5250	91.0	8.50	I.	3	I.	Int..	Al..	Ch..	103	52	5.25/18	Th..	abce.	SU..	Ho..	Pu.	M..	SP..	En..	4	N	SB..	4.25	sp.	N	M	..	2016
Aston Martin Mark II	4-2.73x3.90	70-4750	91.0	7.80	I.	3	I.	Int..	Al..	Ch..	103	52	5.25/18	Th..	abce.	SU..	Ho..	Pu.	M..	SP..	En..	4	N	SB..	4.67	sp.	N	M	N	2016
Austin 7 HP	4-2.20x3.00	12-2600	45.6	5.60	I.	2	L.	Sep.	Al..	He..	81	43	4.00/17	Th..	b....	Ze..	Ho..	Pu.	B...	SP..	En..	4	Y	SB..	5.25	tt..	N	M	N	784
Austin 10 HP	4-2.50x3.50	20-2600	68.6	5.50	I.	3	L.	Int..	Al..	Ch..	93	45	4.50/18	Th..	abce.	Ze..	Ho..	Pu.	B...	SP..	En..	4	Y	SB..	5.25	sp.	N	M	N	1064
Austin 12.4	4-2.73x4.00	26-2600	93.5	5.50	I.	3	L.	Int..	Al..	Ch..	106	50	4.75/19	Th..	abce.	Ze..	Ho..	Pu.	B...	SP..	En..	4	Y	SB..	5.00	sp.	N	M	N	1400
Austin 13.9	6-2.41x3.33	26-2600	91.1	5.80	I.	4	L.	Int..	Al..	Ch..	106	50	4.75/19	Th..	abce.	Ze..	Ho..	Pu.	B...	SP..	En..	4	Y	SB..	5.50	sp.	N	M	N	1414
Austin 15.9	6-2.58x3.33	30-2600	104.3	5.70	I.	4	L.	Int..	Al..	Ch..	106	50	4.75/19	Th..	abce.	Ze..	Ho..	Pu.	B...	SP..	En..	4	Y	SB..	5.50	sp.	N	M	N	1414
Austin 12 HP	4-2.81x4.50	32-2600	113.5	4.95	I.	5	L.	Sep.	Al..	Ch..	112°	56	5.25/19	Pu..	abce.	Ze..	Ho..	Va.	B...	SP..	En..	4	Y	SB..	5.11	sp.	N	M	N	1764
Austin 16 HP	6-2.58x4.37	38-2600	137.1	5.30	I.	4	L.	Int..	Al..	Ch..	112°	56	5.25/19	Pu..	abce.	Ze..	Do..	Pu.	B...	SP..	En..	4	Y	SB..	5.11	sp.	N	M	N	1862
Austin 18 HP	6-2.73x4.37	43-2600	153.0	5.35	I.	4	L.	Int..	Al..	Ch..	112°	56	5.25/19	Pu..	abce.	Ze..	Do..	Pu.	B...	SP..	En..	4	Y	SB..	5.11	sp.	N	M	N	1862
Austin 20 HP	6-3.12x4.50	58-2600	207.0	5.45	I.	8	L.	Sep.	Al..	Ch..	136	57½	6.00/18	Pu..	abce.	Ze..	Do..	Pu.	B...	SP..	En..	4	Y	SB..	4.67	sp.	N	M	N	2576
Bentley 3½ Litre	6-3.25x4.50	..-4500	224.0	6.50	I.	7	I.	Sep.	Al..	Sg..	126	56	5.50/18	Pu..	acde.	SU..	Up..	Pu.	B...	SP..	En..	4	Y	Hy..	4.10	sp.	N	M	Y	2510
Crossley Sport S.	6-2.32x3.54	45-4200	90.0	6.00	I.	4	F.	Int..	Al..	Ch..	108½	48	5.50/16	Pu..	a....	Ze..	Do..	Pu.	B...	DP.	En..	4§	N	SB..	4.75	sp.	N	M	N	1544
Crossley Regis	4-2.48x3.54	34-4200	68.3	6.00	I.	3	F.	Int..	Al..	Ch..	108½	48	5.50/16	Th..	ae...	So..	Ho..	Pu.	B...	DP.	En..	4§	N	SB..	5.33	sp.	N	M	N	1484
Crossley 2 Litre	6-2.56x3.94	60-4000	121.5	6.00	I.	4	I.	Int..	Al..	Ch..	122½	56	5.25/20	Pu..	ae...	Ze..	Do..	Pu.	M..	SO..	En..	4§	N	SB..	4.56	sp.	N	M	N	2464
Crossley 3 Litre	6-2.96x....	70-3000	195.0	5.40	I.	4	I.	Sep.	Al..	Ch..	122½	56	5.25/20	Pu..	ae...	Str..	Do..	Pu.	B...	SO..	En..	4§	N	SB..	4.25	sp.	N	M	N	2576
Daimler 15	6-2.50x4.14	45-3600	122.0	6.00	I.	4	I.	Int..	Al..	Ch..	109½	50⅝	5.25/18	Pu..	abcde	SU..	Up..	Pu.	B...	Hy..	En..	4§	..	Wo.	4.86	sp.	N	M	N	1792
Daimler 20	6-2.84x4.34	59-3200	164.0	5.50	I.	7	I.	Int..	Als..	Ch..	124	56	6.00/19	Pu..	abcde	SU..	Up..	Pu.	B...	Hy..	Sep.	4§	N	Wo.	4.86	sp.	N	H	Y	2912
Daimler 25	8-2.84x4.53	89-3600	228.5	5.50	I.	9	I.	Int..	Als..	Ch..	142½	57	7.00/18	Pu..	abcde	Str..	Do..	Pu.	B...	Hy..	Sep.	4§	N	Wo.	4.86	sp.	N	M	Y	3472
Frazer Nash D.O. H.C.	6-2.36x3.86	76-5000	101.2	10.00	I.	4	I.	Sep.	Al..	Ch..	108	41	4.50/19	Pu..	abce	SU..	Ho..	Pu.	B...	SP..	Sep.	4	N	SC..	3.50	ta..	N	M	N	1470
Frazer Nash O.H.C.	4-2.72x3.94	60-4800	91.1	8.00	I.	3	I.	Sep.	Al..	Ch..	108	41	4.50/19	Pu..	abce	SU..	Do..	Pu.	MB.	SP..	Sep.	4	N	SC..	3.50	ta..	N	M	N	1360
Ford V8	8-3.06x3.75	90-3700	221.0	6.32	V.	3	L.	Int..	Al..	He..	112	56††	5.50/17	Th..	abce	....	Do..	Pu.	B...	SP..	En..	3	Y	SB..	4.11	tt..	N	M	N	2000
Ford £ 8 Tax	4-2.23x3.64	22-3500	56.9	6.20	I.	3	L.	Int..	Al..	He..	90	45⅝	4.50/17	Th..	abce	....	Do..	Pu.	B...	SP..	En..	3	Y	SB..	5.50	tt..	N	M	N	1085
Ford £ 10 Tax	4-2.50x3.64	....	71.6	6.60	I.	3	L.	Int..	Al..	He..	90	45⅝	4.50/17	Th..	abce	....	Do..	Pu.	B...	SP..	En..	3	Y	SB..	5.50	tt..	N	M	N	.....
Hillman 20/70	6-2.96x4.18	70-3800	171.5	5.80	I.	4	L.	Int..	Als..	Ch..	111	57	5.25/19	Pu..	abcde	Str..	Do..	Pu.	B...	SP..	En..	4	Y	SB..	5.00	sp.	N	M	N	2280
Hillman Minx	4-2.48x3.74	28-4200	72.2	5.70	I.	3	L.	Int..	Al..	Ch..	92	48	4.50/18	Th..	abc..	So..	Ho..	Pu.	B...	SP..	En..	4	Y	SB..	5.62	sp.	N	M	N	1350
Hillman 7 Seater	6-2.96x4.18	70-3800	171.5	5.80	I.	4	L.	Int..	Als..	Ch..	123	57	6.00/18	Pu..	abcde	Str..	Do..	Pu.	B...	SP..	En..	4	Y	SB..	5.22	sp.	N	M	N	2340
Humber Twelve	4-2.74x4.33	44-3800	101.8	5.70	I.	3	L.	Int..	Als..	Ch..	99	51	5.50/17	Pu..	abcde	Str..	Do..	Pu.	B...	SP..	En..	4	Y	SB..	5.33	sp.	N	M	N	1850
Humber 16/60	6-2.56x4.18	55-3800	128.8	6.00	I.	7	L.	Int..	Als..	Ch..	124	57	6.00/18	Pu..	abcde	Str.	Do..	Pu.	B...	SP..	En..	4	Y	SB..	5.75	sp.	N	M	N	2775
Humber Snipe 80	6-3.15x4.57	80-3600	213.5	6.00	I.	7	L.	Sep.	Als..	Ch..	124	57	6.50/17	Pu..	abcde	Str.	Do..	Pu.	B...	SP..	En..	4	Y	SB..	4.50	sp.	N	M	N	2800
Jowett	2-2.97x4.00	17-3500	55.4	4.65	*	2	L.	Sep.	Al..	Ch..	102	....	4.50/19	Th..	ac...	Ze..	Up..	Pu.	B...	SP..	En..	4	N	SB..	5.37	sp.	N	M	N	1232
Lanchester 18	6-2.74x4.14	53-3600	207.0	6.00	I.	4	I.	Sep.	Als..	Ch..	111	56	5.50/18	Pu..	abcde	SU..	Up..	Pu.	B...	Hy..	En..	4§	N	Wo	4.86	sp.	N	M	N	2352
Lanchester Light 6	6-2.24x3.55	34-3600	84.0	6.50	I.	4	I.	Sep.	Al..	Ch..	102⅝	48	5.00/18	Pu..	abcde	SU..	Up..	Pu.	B...	Hy..	En..	4§	N	Wo.	5.14	sp.	N	M	N	1568
Lanchester 10	4-2.50x3.75	30-3600	73.4	6.00	I.	3	I.	Int..	Al..	Ch..	102⅝	48	5.00/18	Th..	abcde	SU..	Up..	Pu.	B...	Hy..	En..	4§	N	Wo.	5.43	sp.	N	M	N	1568
Lea & Francis 2.25 Litre	6-2.72x3.94	64-3800	137.0	6.00	I.	4	I.	Int..	Als..	Ch..	114	50	5.25/18	Pu..	abce.	Str..	Do..	Pu.	M..	SP..	En..	4	N	SB..	4.70	sp.	N	M	N	1820
Lea & Francis 2 Litre	6-2.56x3.94	54-4000	121.5	5.72	I.	4	I.	Int..	Als..	Ch..	111	50	5.00/19	Pu..	abce.	Str..	Do..	Pu.	M..	SP..	En..	4	N	SB..	4.70	sp.	N	M	N	1792
Lea & Francis 16/70	6-2.56x3.94	54-4000	121.5	5.72	I.	4	I.	Int..	Als..	Ch..	114	50	5.00/19	Pu..	abce.	Str..	Do..	Pu.	M..	SP..	En..	4	N	SB..	4.70	sp.	..	M	N	1848
Lea & Francis S	4-2.72x3.94	-4500	91.1	4.70	I.	3	I.	Sep.	Al..	He..	111	50	4.75/19	Pu..	abce.	Co..	Up..	Pr.	M..	SP..	En..	4	N	SB..	3.91	sp.	N	M	N	1708
Lea & Francis 12/40	4-2.72x3.94	38-4000	91.1	5.20	I.	3	I.	Sep.	Al..	He..	111	50	4.75/19	Th..	abce.	So..	Up..	Va.	M..	SP..	En..	4	..	SB..	4.70	sp.	N	M	N	1628
Marendez 17/18	6-2.66x4.49	....	147.0	6.50	I.	4	L.	Int..	Al..	Ch..	117°	....	5.00/19	Pu..	ac....	SU..	Do..	Pu.	B...	SP..	Sep.	4	N	SB..	4.00	tt..	N	H	N	.....
M. G. N	6-2.25x3.31	....	78.4	6.10	I.	4	I.	Int..	Al..	Be.	96	45	4.75/18	Pu..	abce	SU..	Do..	Pu.	B...	SP..	En..	4	N	SB..	5.12	sp.	N	M	N	1428
M. G. KN	6-2.25x3.31	....	78.4	6.10	I.	4	I.	Int..	Al..	Be..	108	48	4.75/19	Pu..	abce	SU..	Do..	Pu.	B...	SP..	En..	4	N	SB..	5.78	sp.	N	M	N	1540
M. G. L	6-2.25x2.80	....	66.2	6.40	I.	4	I.	Int..	Al..	Be..	94	42	4.50/19	Pu..	abce	SU..	Do..	Pu.	B...	DP.	En..	4	N	SB..	5.37	sp.	N	M	N	1400
M. G. K3	6-2.25x2.80	Su. Sp.	66.2	6.10	I.	4	I.	Int..	Al..	Be..	94	48	4.75/19	Pu..	abce	SU..	Ho..	Pu.	MB.	....	En..	4§	N	TB.	4.89	sp.	N	M	N	‡1988
M. G. P	4-2.25x3.27	....	51.7	6.20	I.	3	I.	Int..	Al..	Be..	87½	42	4.00/19	Th..	abce	SU..	Do..	Pu.	B...	SP..	En..	4	N	SB..	5.37	sp.	N	M	N	1204
M. G. Q.	4-2.25x2.88	Su. Sp.	45.5	6.40	I.	3	I.	Int..	Al..	Be..	94	45	4.75/18	Pu..	abce	SU..	Ho..	Pu.	B...	....	En..	4§	N	SB..	4.50	sp.	N	M	N	‡1484
Morris Eight	4-2.25x3.54	22-3800	56.0	5.80	I.	3	L.	Int..	Al..	Ch..	90	45	4.50/17	Th..	abce	SU..	Up..	Pu.	B...	SP..	En..	3	Y	SB..	5.37	sp.	N	H	N	942
Morris Ten-4	4-2.50x4.02	27-3400	78.8	5.70	I.	3	L.	Int..	Al..	Ch..	95⅞	48½	4.75/18	Th..	abc.	SU..	Up..	Pu.	B...	SO..	En..	4	Y	SB..	5.22	sp.	N	H	N	1452
Morris Ten-6	6-2.25x3.55	31-4200	84.0	5.80	I.	4	L.	Int..	Al..	Ch..	101¼	48½	4.75/18	Th..	abc.	SU..	Up..	Pu.	B...	SO..	En..	4	Y	SB..	5.55	sp.	N	H	N	1536
Morris Ten-6	6-2.25x3.55	45-4600	84.0	6.50	I.	4	L.	Int..	Al..	Ch..	101¼	48½	4.75/19	Pu..	abce.	SU..	Up..	Pu.	B...	SO..	En..	4	Y	SB..	5.55	sp.	N	H	N	1572
Morris 12-4	4-2.74x4.02	33-3800	94.5	5.65	I.	3	L.	Int..	Al..	Ch..	102	48½	5.00/19	Th..	abc..	SU..	Up..	Pu.	B...	SO..	En..	4	Y	SB..	5.22	sp.	N	H	N	1566
Morris 15-6	6-2.50x4.02	36-3400	118.0	5.70	I.	4	L.	Int..	Al..	Ch..	106	52½	5.00/19	Pu..	abce.	SU..	Up..	Pu.	B...	SO..	En..	4	Y	SB..	5.22	sp.	N	H	N	1732
Morris 16	6-2.58x4.02	42-3700	126.0	5.65	I.	4	L.	Int..	Al..	Ch..	114¼	56	5.50/17	Pu..	abce.	SU..	Up..	Pu.	B...	SO..	En..	4	Y	SB.	5.27	sp.	N	H	N	2080
Morris 20	6-2.88x4.02	52-3700	156.0	5.65	I.	4	L.	Int..	Al..	Ch..	114¼	56	5.50/17	Pu..	abce.	SU..	Up..	Pu.	B...	SO..	En..	4	Y	SB.	5.27	sp.	N	H	N	2070
Morris Isis	6-2.72x4.34	50-3400	150.5	5.50	I.	4	I.	Int..	Al..	Ch..	120	56	5.50/19	Pu..	abce.	SU..	Up..	Pu.	B...	SO..	En..	4	Y	SB..	4.90	sp.	N	H	N	2552
Railton-Hudson	8-3.00x4.49	113-3600	254.0	6.25	I.	..	L.	Int..	Al..	He..	116	56	6.25/16	Pu..	Spla..	Ca..	Do..	Pu.	B...	SO..	En..	3	N	SB..	4.10	sp.	F	M	N	1964
Riley 9 HP	4-2.38x3.75	35-4500	66.5	6.20	I.	2	I.	Int..	Al..	He..	106	47¾	4.50/19	Th..	abce.	Ze..	Up..	Pu.	B...	....	En..	4§	..	SB..	5.50	tt..	N	M	N	1512
Riley 1½ Litre	4-2.72x3.94	46-4800	91.1	5.85	I.	3	I.	Int..	Al..	He..	109	47¾	4.75/18	Th..	abce.	Ze..	Up..	Pu.	B...	....	En..	4§	..	SB..	5.50	tt..	N	M	N	.....
Riley 15 HP	6-2.44x3.75	....	105.2	6.00	I.	3	I.	Int..	Al..	He..	112½	47¾	4.75/18	Pu..	abce.	Ze..	Up..	Va.	B...	....	En..	4§	..	SB..	5.50	tt..	N	M	N	.....
Rolls Royce 40/50	6-4.25x5.50	-3500	285.0	5.25	I.	7	I.	Sep.	Al..	Sg..	150	60¼	7.00/19	Pu..	acde	O...	Up..	Va.	MB.	SP..	En..	4	Y	Hy..	3.72	sp.	N	M	Y	4150
Rolls Royce 20/25	6-3.25x4.50	-3500	224.0	5.70	I.	7	I.	Sep.	Al..	Sg..	132	56	6.00/19	Pu..	acde	O...	Up..	Va.	B...	SP..	En..	4	Y	SB..	4.55	sp.	N	M	Y	2880
Rover 10 HP	4-2.62x3.94	44-4200	84.6	5.90	I.	3	I.	Int..	Als..	Ch..	105	51½	4.50/18	Pu..	abce	SU..	Do..	Pu.	B...	SP..	En..	4	N	SB..	4.88	sp.	N	M	N	‡2576
Rover 12	4-2.72x3.94	48-4200	91.1	5.70	I.	3	I.	Int..	Als..	Ch..	105°	51½	4.75/18	Pu..	abce	SU..	Do..	Pu.	B...	SP..	En..	4	N	SB..	4.88	sp.	N	M	N	‡2660
Rover 14	6-2.40x3.55	48-4600	96.0	6.00	I.	4	I.	Int..	Als..	Ch..	115	51½	5.25/17	Pu..	abce	SU..	Do..	Pu.	B...	SP..	En..	4	N	SB..	5.22	sp.	N	H	N	‡2800
Rover Spd. 14	6-2.40x3.55	54-4800	96.0	6.70	I.	4	I.	Int..	Als..	Ch..	115	51½	5.00/18	Pu..	abce	SU..	....	Pu.	B...	SP..	En..	4	N	SB..	4.88	sp.	N	H	N	.....
Rover Spd. 20	6-2.84x4.14	73-3700	156.5	6.80	I.	4	I.	Int..	Als..	Ch..	111	51	5.50/18	Pu..	abce	SU..	Ho..	Pu.	M..	SP..	En..	4	N	SB..	3.70	tt..	N	M	Y	2072
Salmson, British S. 4 C.	4-2.72x3.86	54-4500	.....	6.00	I.	3	I.	Sep.	Al..	....	110	51	5.00/18	Th..	abce.	So..	Up..	Pu.	B...	SP..	En..	4	Y	SB..	5.25	tt..	N	M	N	1569
Singer 9 HP	4-2.36x3.39	28-4000	59.4	6.40	I.	2	I.	Int.	Al..	Ch..	93½	45	4.75/17	Th..	abce.	So..	Up..	Pu.	B...	SP..	En..	4	N	SB..	5.57	sp.	F	H	N	‡2128
Singer Lemans	4-2.36x3.39	38-5000	59.4	7.40	I.	2	I.	Int..	Al..	Ch..	92	45	4.50/18	Th..	abce.	SU..	Up..	Pu.	M..	SP..	En..	4	N	SB..	5.57	sp.	N	H	N	‡1736
Singer 11 HP	4-2.56x4.14	35-4000	84.5	6.20	I.	3	I.	Int..	Al..	Ch..	96	48	5.50/16	Th..	abce.	So..	Up..	Pu.	B...	DP.	En..	4	N	SB..	5.20	sp.	F	H	..	‡2352
Singer 1½ Litre	6-2.32x3.58	45-4500	91.0	6.50	I.	4	I.	Int..	Al..	Ch..	108½	52	5.25/18	Th..	abce.	SU..	Up..	Pu.	B...	SP..	En..	4	N	SB..	5.66	sp.	N	H	..	‡2576
Singer 1½ Litre	6-2.32x3.58	63-4800	91.0	6.50	I.	4	I.	Int..	Al..	Ch..	92	45	4.75/18	Pu..	abce.	SU..	Up..	Pu.	M..	SP..	En..	4	N	SB..	4.44	sp.	N	H	..	‡2240
Singer 16 HP	6-2.56x3.94	50-4000	121.5	6.50	I.	4	I.	Int..	Al..	Ch..	108½	52	6.00/16	Pu..	abce.	So..	Up..	Pu.	B...	SP..	En..	4	N	SB..	5.20	sp.	F	H	..	‡2912
Squire 1½ Litre	4-2.72x3.94	120-5000	91.1	6.50	I.	3	I.	Sep.	Al..	Ch..	102	54	5.00/18	Pu..	abc.	SU..	Ho..	Pu.	B...	....	Sep.	4§	..	SB..	4.25	sp.	N	H	..	1680
S. S.	6-2.58x4.13	62-4000	131.0	7.00	I.	7	L.	Sep.	Al..	Ch..	119	53⅝	5.50/18	Pu..	abcde	RA.	Ho..	Pu.	MB.	SP..	En..	4	Y	SB..	4.50	sp.	N	M	Y	‡2358
S. S.	4-2.74x4.13	45-4000	98.0	6.10	I.	3	L.	Sep.	Al..	Ch..	104	46½	4.75/18	Pu..	abcd.	RA.	Ho..	Pu.	MB.	SP..	En..	4	Y	SB..	4.86	sp.	N	M	Y	‡1645
S. S.	4-2.50x4.13	37-4000	82.0	6.10	I.	3	L.	Sep.	Al..	Ch..	104	46½	4.75/18	Pu..	abcd.	RA.	Ho..	Pu.	MB.	SP..	En..	4	Y	SB..	5.29	sp.	..	M	Y	‡1645
S. S.	6-2.88x4.13	69-3800	162.5	7.00	I.	7	L.	Sep.	Al..	Ch..	119	53⅝	5.50/18	Pu..	abcd.	RA.	Ho..	Pu.	MB.	SP..	En..	4	Y	SB..	4.25	sp.	N	M	Y	‡2358
Standard Nine	4-2.37x3.62	25-3800	64.2	5.40	I.	2	L.	Int..	Al..	Ch..	87°	46	4.50/17	Th..	abc..	So..	Ho..	Pu.	B...	SP..	En..	4	Y	SB..	5.43	sp.	N	M	N	1207
Standard Ten	4-2.50x4.17	32-3600	81.9	5.50	I.	3	L.	Int..	Al..	Ch..	94	46	4.75/17	Pu..	abcd.	So..	Ho..	Pu.	B...	SP..	En..	4	Y	SB..	5.43	sp.	N	M	N	1445
Standard 10/12	4-2.73x4.17	45-4000	98.2	6.10	I.	3	L.	Int..	Al..	Ch..	94	46	4.75/17	Pu..	abcd.	So..	Ho..	Pu.	B...	SP..	En..	4	Y	SB..	4.86	sp.	N	M	N	1480
Standard Twelve	4-2.73x4.17	38-3600	98.2	5.50	I.	3	L.	Int..	Al..	Ch..	102	52	5.00/17	Pu..	abcd.	So..	Ho..	Pu.	B...	SP..	En..	4	Y	SB..	5.50	sp.	N	M	N	1717
Standard Sixteen	6-2.58x4.17	48-3800	130.8	5.50	I.	7	L.	Int..	Al..	Ch..	110	56	5.25/18	Pu..	abcd.	So..	Ho..	Pu.	B...	SP..	En..	4	Y	SB..	5.25	sp.	N	M	N	2060
Standard Twenty	6-2.87x4.17	60-3600	162.5	5.50	I.	7	L.	Int..	Al..	Ch..	117°	57½	5.50/18	Pu..	abcd.	So..	Ho..	Pu.	B...	SP..	En..	4	Y	SB..	4.89	sp.	N	M	N	2240
Sunbeam Dawn	4-2.83x3.93	....	99.3	6.10	I.	3	I.	Int..	....	Ch..	110	52	4.75/18	Pu..	abc..	Ze..	Do..	Pu.	B...	SP..	En..	4	Y	SB..	5.77	sp.	F	C	N	2128
Sunbeam Twenty	6-2.87x4.33	....	168.5	5.60	I.	4	I.	Int..	....	Ch..	120	56	5.50/19	Pu..	abc..	Am.	Up..	Pu.	B...	SP..	En..	4	Y	SB..	5.30	tt..	N	C	N	2744
Sunbeam 21	6-2.95x4.33	....	177.9	5.90	I.	4	I.	Int..	....	Ch..	120	56	6.00/18	Pu..	abc..	Ze..	Do..	Pu.	B...	SP..	En..	4	Y	SB..	4.90	tt..	N	C	N	2744
Sunbeam 25	6-3.15x4.33	....	202.5	5.60	I.	7	I.	Int..	....	He..	130	58	6.50/18	Pu..	abc..	Ze..	Do..	Pu.	B...	SP..	En..	4	Y	SB..	4.90	sp.	N	C	N	3360
Trojan BV	4-2.50x4.62	15-1300	90.5	5.30	..	3	Y	Int..	CI..	N...	102	56½	5.00/19	Pu..	ac...	O...	Up..	Gr.	B...	SP..	Sep.	3§	N	Ch..	3.54	ch.	N	M	N	1400
Vale 8 HP	4-2.21x3.27	21-5000	51.8	7.00	I.	3	L.	Int..	Al..	Ch..	84	43½	4.50/19	Th..	abce.	SU..	Do..	Pu.	.B..	SP..	En..	4	N	Wo.	5.25	sp.	N	H	N	1344
Vale CW	4-2.45x3.54	47-4250	67.0	8.50	I.	3	F.	Sep.	Al..	Ch..	84	43½	4.50/19	Th..	abce.	So°.	Ho°.	Pu.	M..	SP..	En..	4	N	....	4.50	sp.	N	H	N	1344
Vale A	4-2.72x3.94	56-4250	91.1	8.00	I.	3	F.	Sep.	Al..	Ch..	84°	43½	4.75/19	Th..	abce.	Ze°.	Ho°.	Pu.	M..	SP..	En..	4	N	St.	4.50	sp.	N	H	N	1456
Vauxhall BY	6-2.87x3.75	52-3400	146.0	5.62	I.	4	I.	Int..	Al..	Ch..	111	57½	5.50/17	Pu..	abcde	Ze..	Do..	Pu.	B...	SP..	En..	4	Y	SB..	4.78	sp.	N	M	N	2219
Vauxhall BX	6-3.31x3.75	61-3000	194.0	5.62	I.	4	I.	Int..	CI..	Ch..	111	57½	5.50/17	Pu..	abce.	Ze..	Do..	Pu.	B...	SP..	En..	4	Y	SB..	4.11	sp.	N	M	N	2219
Vauxhall BXL	6-3.31x3.75	61-3000	194.0	5.62	I.	4	I.	Int..	CI..	Ch..	130	57½	6.00/17	Pu..	abce.	Ze..	Do..	Pu.	B...	SP..	En..	4	Y	SB..	4.11	sp.	N	M	N	2324
Vauxhall DX	6-2.42x3.94	42-3500	108.8	6.25	I.	4	I.	Int..	Al..	Ch..	101	50	5.50/16	Pu..	abcde	Ze..	Do..	Pu.	B...	SP..	En..	4	Y	SB..	4.77	sp.	F	M	N	1692
Vauxhall DY	6-2.24x3.94	36-4000	93.4	6.25	I.	4	I.	Int..	Al..	Ch..	101	50	5.50/16	Pu..	abcde	Ze..	Do..	Pu.	B...	SP..	En..	4	Y	SB..	4.77	sp.	F	M	N	1692
Wolseley 9 HP	4-2.36x3.55	30-4000	62.0	6.25	I.	3	I.	Int..	Al..	Ch..	90	45	4.50/18	Th..	abce.	SU..	Up..	Pu.	B...	SP..	En..	4	Y	SB..	5.37	sp.	N	H	N	1120
Wolseley 18 HP	6-2.74x3.98	58-4000	140.0	5.20	I.	7	I.	Int..	Al..	Ch..	110	52½	5.25/18	Pu..	abce.	SU..	Up..	Pu.	B...	SP..	En..	4	Y	SB..	5.10	sp.	N	H	N	2296
Wolseley 21-60 HP	6-2.96x3.98	65-3200	163.0	5.20	I.	7	I.	Int..	Als..	Ch..	117	56	5.50/18	Pu..	abce.	SU..	Up..	Pu.	B...	SP..	En..	4	Y	SB..	4.80	sp.	N	H	N	2464
Wolseley 14 HP	6-2.42x3.55	48-3500	97.8	6.40	I.	4	I.	Int..	Al..	Ch..	102	48	4.75/19	Pu..	abce.	SU..	Up..	Pu.	B...	SP..	En..	4	Y	SB..	4.89	sp.	N	H	N	1400
Wolseley 12 HP	6-2.24x3.26	35-4500	77.5	5.70	I.	4	I.	Int..	Al..	Ch..	90½	45	4.75/18	Pu..	abce.	SU..	Up..	Pu.	B...	SP..	En..	3§	N	SB..	4.89	sp.	N	H	N	1344

For abbreviations see page 291

CONTINENTAL PASSENGER CARS

CAR MAKE AND MODEL	ENGINE: No. of Cylinders Bore and Stroke (Ins.)	Maximum Brake H.P. at Specified R.P.M.	Piston Displacement (Cu. Ins.)	Compression Ratio — to 1	Cylinder Arrangement	No. of Main Bearings	Valve Location	Cylinder and Crank-case Castings	Piston Material	Camshaft Drive	Wheelbase (Ins.)	Tread—Rear (Ins.)	Tires (Ins. or Metres)	Cooling System	Oil Pressure to—	FUEL SYSTEM: Carburetor Make	Carburetor Type	Fuel Feed	Ignition Current Source	Clutch Type	GEARSET: Location	No. of Forward Speeds	Synchronizing Clutches	REAR AXLE: Final Drive	Gear Ratio —to 1	Torque taken by	Independent Wheel Suspension	Brakes: Serv. Brake Application	Servo Unit Fitted	Chassis Weight
AUSTRIAN																														
Steyr 430	6-2.76x3.55	45-3600	123.0	5.75	I..	8	I..	Sep.	Als.	Sg..	117.5	54.4	5.25/18	Pu..	ac...	Pal.	Up..	Gr..	B...	Dp..	En..	4	Y	SB..	4.7	ta..	R....	....	Y.	.....
Steyr 100	4-2.78x3.55	32-3600	84.5	5.75	I..	5	I..	Int.	Als.	He..	102.5	48.9	4.75/18	Th..	ac...	Pal.	Up..	Gr..	B...	Sp..	En..	4	Y	SB..	4.55	ta..	FR.	....	Y.	.....
BELGIAN																														
F.N. 42E	4-3.35x3.94	48-3500	138.4	6.50	I..	3	L..	Int..	Al..	He..	.....	59.1	150/400	Pu..	abe..	So..	Up..	Pu..	B...	Sp..	En..	4	Y	SB..	4.88	sp.	No..	M.	N..	1825
F.N. 42	4-3.14x3.94	40-3500	121.6	6.00	I..	3	L..	Int..	Al..	He..	.....	50.5	150/400	Th..	abe..	So..	Up..	Pu..	B...	Sp..	En..	3	N	SB..	4.88	sp.	No..	M.	N..	1630
F.N. F.N. 8	8-2.84x3.94	75-3500	248.0	5.50	I..	5	L..	Int..	Al..	He..	.....	58.3	6.00/32	Pu..	abe..	So..	Up..	Va..	B...	Sp..	En..	4	Y	SB..	5.30	sp.	No..	M.	Y..	2510
Imperia†† T.A. 4	4-2.92x3.74	40-3400	100.5	....	I..	3	L..	Sep.	....	Ch..	111.2	49.2	4.75/17	Th..	.....	So..	....	Gr..	B...	Sp..	En..	4	Y	....	4.83	sp.	FR.	M.	N..	2200
Imperia†† T.A. 6	4-2.56x2.96	25-4000	61.0	6.00	I..	3	L..	Sep.	....	Ch..	102.5	47.3	4.50/17	Th..	.....	So..	....	Gr..	B...	Sp..	En..	4	Y	....	5.43	ta..	FR.	M.	N..	1650
Minerva 36	6-2.96x4.41	65-3200	181.0	5.54	I..	7	Sl..	Sep.	Als..	Ch..	123.0	58.9	152/820	Pu..	abe..	Ze..	Up..	Pu..	B...	Sp..	En..	4	Y	SB..	5.10	sp.	No..	M.	Y..	2820
Minerva 25CV	8-2.96x4.41	95-4000	241.0	5.70	I..	..	Sl..	Sep.	Als..	Ch..	144.0	59.1	160/862	Pu..	abe..	Ze..	Up..	Pu..	B...	Sp..	En..	4	N	SB..	4.80	sp.	No..	M.	N..	3080
Minerva M4	4-2.96x4.41	50-4000	120.5	5.54	I..	3	Sl..	Sep.	Al..	Ch..	106.5	54.5	160/722	Pu..	abe..	Ze..	Up..	Pu..	B...	Sp..	En..	3	Y	SB..	4.81	sp.	No..	M.	N..	2180
CZECHO-SLOVAKIAN																														
Praga Z	4-2.36x3.47	22-3200	60.8	5.80	I..	2	L..	Sep.	Als..	He..	100.0	43.4	4.75/16	Pu..	abee.	Ze..	Up..	Gr..	B...	Sp..	En..	3	Y	SB..	5.56	sp.	FR.	M.	N..	1230
Praga T203	4-2.36x3.47	22-3200	60.8	5.80	I..	2	L..	Sep.	Als..	He..	98.5	47.2	5.25/16	Th..	abee.	Ze..	Up..	Gr..	B...	Sp..	En..	3	Y	SB..	5.78	sp.	No..	M.	N..	1375
Praga PT	4-2.96x3.55	35-3200	101.2	6.10	I..	3	L..	Sep.	Als..	He..	106.5	50.0	5.75/16	Pu..	abe..	Ze..	Up..	Gr..	B...	Sp..	En..	3	Y	SB..	5.12	sp.	No..	M.	N..	1585
Praga A21	6-2.56x3.55	38-3200	109.2	5.40	I..	4	L..	Sep.	Als..	He..	118.0	50.6	5.50/18	Th..	abe..	Ze..	Up..	Gr..	B...	Sp..	En..	4	N	SB..	5.63	tt..	R....	M.	Y.	2020
Praga G18	8-3.15x4.33	85-3200	268.8	5.16	I..	5	L..	Sep.	Als..	He..	142.0	56.0	6.50/20	Pu..	abee.	Ze..	Do..	Pu..	B...	Sp..	En..	4	N	Hyp	4.82	tt..	R....	M.	Y..	3440
Praga LN	4-2.76x3.70	28-3000	88.4	5.43	I..	3	L..	Sep.	Als..	He..	118.0	52.0	6.50/18	Pu..	abee.	Ze..	Up..	Gr..	B...	Sp..	En..	3	N	SB..	7.13	sp.	N....	M.	N..	2018
Praga AN	4-2.96x4.34	32-3000	118.8	5.10	I..	2	L..	Sep.	Als..	He..	134.0	54.2	6.00/20	Th..	abee.	....	Up..	Gr..	B...	Sp..	En..	4	N	SB..	7.88	tt..	R....	M.	N..	2900
Praga RN	6-3.15x4.53	55-2800	211.8	5.34	I..	4	L..	Sep.	Als..	Ch..	144.0	55.1	6.50/20	Pu..	abee.	Ze..	Up..	Pu..	B...	Sp..	En..	4	N	SB..	5.45	tt..	R....	M.	N..	3390
Skoda Popular	4-2.56x2.96	22-3500	60.7	6.00	I..	2	L..	Int..	Cl..	Ch..	90.6	41.4	120/40	Th..	abee.	Ze..	Do..	Pu..	B...	Sp..	Ra..	3	Y	SB..	5.42	ta..	FR.	M.	N..	880
Skoda Rapid	4-2.56x3.55	26-3600	72.5	5.90	I..	3	L..	Int..	Als..	Ch..	96.5	46.1	140/40	Th..	abee.	Ze..	Do..	Pu..	B...	Sp..	En..	3	Y	SB..	5.57	ta..	FR.	M.	N..	1210
Skoda 633	6-2.56x3.55	36-3400	100.8	5.80	I..	4	L..	Int..	Als..	Ch..	109.0	51.2	150/40	Th..	abee.	So..	Up..	Gr..	B...	Sp..	En..	3	Y	SB..	5.32	sp.	No..	M.	N..	1840
Skoda 637	6-2.68x3.55	45-3600	119.5	5.90	I..	4	L..	Int..	Als..	Ch..	126.0	52.0	160/40	Pu..	abee.	So..	Do..	Pu..	B...	Sp..	En..	4	Y	SB..	5.55	ta..	FR.	M.	N..	2200
Skoda 650	6-2.96x4.01	60-3500	164.5	5.80	I..	8	L..	Int..	Als..	Ch..	133.0	53.6	6.00/18	Pu..	abee.	Ze..	Up..	Va..	M...	Sp..	En..	4	Y	SB..	5.11	sp.	FR.	M.	N..	2420
Tatra 77	8-2.96x3.31	60-3200	181.0	5.80	V..	3	I..	Sep.	Al..	Ch..	124.0	53.2	45/16	Air..	abee.	Ze..	Do..	Pu..	B...	Sp..	En..	4	Y	SB..	3.75	...	FR.	H.	....	1100
Tatra 75	4-3.15x3.31	30-3400	102.5	5.20	*	2	I..	Sep.	Als..	He..	106.2	51.2	150/40	Air..	ab...	Ze..	Up..	Gr..	B...	Sp..	En..	4	..	SB..	4.75	tt..	FR.	H.	....	1145
Tatra 57	4-2.76x2.96	20-3000	68.0	5.00	*	2	I..	Sep.	Als..	He..	100.1	47.3	140/40	Air..	ab...	Am.	Up..	Gr..	B...	Sp..	En..	4	..	SB..	5.20	tt..	FR.	M.	....	1034
Walter Jr.	4-2.56x2.95	22-3600	60.7	5.80	I..	3	L..	Int..	Als..	Ch..	88.0	47.0	4.50/17	Th..	abe..	Ze..	Do..	Gr..	B...	Sp..	En..	3	N	SB..	5.12	sp.	No..	H.	N..	860
Walter Bijou	4-2.64x4.01	32-3200	87.8	5.85	I..	3	L..	Int..	Als..	Ch..	100.0	48.0	4.75/27	Pu..	abe..	So..	Hr..	Gr..	B...	Sp..	En..	4	N	SB..	5.60	sp.	No..	M.	N..	1330
Walter Princ	6-2.83x4.01	55-3300	152.0	5.90	I..	7	L..	Int..	Als..	Ch..	109.0	57.0	5.25/18	Pu..	abe..	So..	Up..	Pu..	B...	Sp..	En..	4	Y	SB..	4.70	sp.	No..	H.	N..	1740
Walter Lord	6-2.83x4.01	55-3300	152.0	5.90	I..	7	L..	Int..	Als..	Ch..	127.0	57.4	6.00/18	Pu..	abe..	So..	Up..	Pu..	B...	Sp..	En..	4	Y	SB..	5.30	sp.	No..	H.	N..	1950
Walter Super 6	6-3.15x4.25	70-3000	198.8	5.50	I..	4	I..	Sep.	Als..	Ch..	130.0	55.0	6.50/20	Pu..	abee.	Ze..	Hr..	Pu..	M...	Sp..	En..	4	N	SB..	4.72	tt..	No..	H.	Y..	2425
Walter Regent	6-3.15x4.25	80-3400	198.8	5.50	I..	4	I..	Sep.	Als..	He..	130.0	55.0	6.50/20	Pu..	abee.	Ze..	Hr..	Pu..	M...	Sp..	En..	4	..	SB..	4.72	tt..	No..	H.	Y..	2425
Zbrojovka†† Z-4	2-3.21x3.62	25-3000	59.8	5.00	I..	4	2c.	Int.	Al..	....	106.2	43.4	3.25/16	Th..	.....	Am.	Hr..	Gr..	B...	Sp..	En..	3	N	SB..	5.25	ta..	FR.	M.	N..	990
Zbrojovka†† L6	2-2.84x3.54	20-3200	44.9	5.20	I..	3	2c.	Int..	Al..	....	94.5	41.4	4.75/16	Th..	.....	Am.	Up..	Gr..	B...	Sp..	En..	3	N	Wo.	5.33	sp.	No..	M.	N..	737
Zbrojovka†† L4-IV	2-3.21x3.70	26-3200	59.8	5.00	I..	3	2c.	Int..	Al..	....	106.2	43.4	5.25/16	Th..	.....	Am.	Up..	Gr..	B...	Sp..	En..	3	N	SB..	5.33	ta..	FR.	M.	N..	990
FRENCH																														
Amilcar	4-3.12x3.94	.....	122.0	.....	I..	..	...	....	Al..	....	110.0	51.0	.....	Pu..	.....	....	Hr..	Pu..	B...	Sp..	....	4	Y	SB..	.....	sp.	No..	M.	...	....
Berliet 9chK	4-2.68x3.85	32-3200	98.8	5.50	I..	2	I..	Int..	Al..	He..	112.2	52.5	154/720	Pu..	abe..	Ze..	Up..	Pu..	B...	Sp..	En..	4	..	SB..	°4.75	sp.	F....	M.	...	1650
Berliet 11chK	4-3.15x	44-3500	122.0	5.50	I..	3	I..	Int..	Al..	He..	117.8	52.5	154/720	Pu..	abe..	Ze..	Up..	Pu..	B...	Sp..	En..	4	..	SB..	°4.75	sp.	F....	M.	...	1760
Bollee ELB33	4-3.15x4.73	56-4000	.....	5.00	I..	3	I..	Sep.	Al..	He..	123.0	....	6.00/18	Pu..	abee.	Ze..	Do..	Va..	M...	Sp..	En..	4	Y	SB..	4.59	...	No..	M.	N..	2240
Bugatti† 50	8-3.49/4.22	250-4500	299.0	5.50	I..	..	I..	Sep.	Al..	He..	122.0	55.2	6.00/32	Pu..	abee.	Sch.	Up..	Pu..	B..	M D	Ra..	3	N	SB..	3.46	ta..	No..	M.	N..	2420
Bugatti† 57	8-2.84x3.94	140-4800	210.0	6.00	I..	6	I..	Sep.	Al..	He..	130.0	53.2	5.50/28	Pu..	abee.	Str..	Up..	Pu..	B..	Sp..	En..	4	N	SB..	4.17	ta..	No..	M.	...	2090
Chenard-Walcker† 9T	4-3.13x4.33	45-3400	133.0	6.00	I..	4	L..	Int..	Al..	He..	118.0	53.5	400/150	Pu..	abe..	Ze..	Do..	Pu..	B..	Sp..	En	4	..	Wo.	4.17	ta..	FR.	M.	N..	1740
Chenard-Walcker† 11T	4-3.35x4.33	48-3400	152.5	6.00	I..	4	L..	Int..	Al..	He..	118.0	53.5	400/150	Pu..	abe..	Ze..	Do..	Pu..	B..	Sp..	En..	4	..	Wo.	4.17	ta..	FR.	M.	N..	1740
Chenard-Walcker T.11-S	4-3.13x4.33	45-3400	133.0	6.00	I..	4	L..	Int..	Al..	He..	117.0	55.2	400/150	Pu..	abe..	Ze..	Do..	Pu..	B..	Sp..	En..	4	..	SB..	4.10	sp.	F....	M.	N..	1870
Chenard-Walcker U-12-A	8-3.13x3.54	80-3500	217.0	5.50	V..	3	I..	Int..	....	Ch..	123.0	....	45/15	...	abe..	Ze..	Do..	Pu..	B..	Sp..	En..	4	..	SB..	4.30	sp.	F....	....	....	2165
Chenard-Walcker Y.10-D	4-2.84x3.94	35-3500	99.5	5.70	I..	4	L..	Int..	Al..	He..	117.0	....	140/40	Pu..	abe..	Ze..	Do..	Pu..	B..	Sp..	En..	4	N	SB..	5.44	...	F....	M.	N..	1730
Chenard-Walcker T.9-N	4-3.35x4.34	48-3400	155.0	6.00	I..	4	L..	Int..	Al..	He..	123.0	56.7	400/150	Pu..	abe..	Ze..	Do..	Pu..	B..	Sp..	En..	4	N	SB..	4.10	sp.	F....	M.	N..	2120
Citroen† 7	4-2.84x3.94	35-3600	99.2	5.80	I..	3	I..	Int..	Al..	Ch..	114.5	52.2	400/140	Pu..	abee.	So..	Hr..	Pu..	B..	Sp..	En..	3	Y	SB..	4.38	...	F....	H.	Y..	‡2090
Citroen† 11	4-3.08x3.94	45-3600	116.5	5.80	I..	3	I..	Int..	Al..	Ch..	116.5	56.7	400/150	Pu..	abee.	So..	Hr..	Pu..	B..	Sp..	En..	3	Y	SB..	4.38	...	F....	H.	Y.	2310
Citroen† 22	8-3.08x3.94	96-3800	239.0	6.15	V..	3	I..	Int..	Al..	He..	124.0	56.8	400/160	Pu..	abee.	So..	Do..	Pu..	B..	Sp..	En..	3	Y	SB..	3.77	...	F....	H.	Y.	2780
Delage D6.65	6-3.12x3.57	66-3750	163.0	5.90	I..	4	I..	Int..	Al..	Ch..	131.0	59.1	6.00/17	Pu..	abee.	Str..	Do..	Pu..	B..	Sp..	En..	4	Y	SB..	4.70	sp.	F....	H.	N..	2530
Delage D8.85	8-3.12x3.57	88-3750	146.2	5.90	I..	5	I..	Int..	Al..	Ch..	139.2	59.1	6.50/17	Pu..	abee.	Str..	Do..	Pu..	B..	Sp..	En..	4	Y	SB..	4.27	sp.	F....	H.	N..	2750
Delage D4	4-3.03x3.13	44-4250	90.5	5.85	I..	3	I..	Int..	Al..	He..	110.5	53.6	5.00/17	Pu..	abede	Own	Up..	Va..	B..	Sp..	En..	4	N	SB..	6.13	sp.	F....	M.	N..	2020
Delage D6.11	6-2.96x2.98	66-4400	122.0	5.85	I..	4	I..	Int..	Al..	He..	120.5	58.4	5.50/18	Pu..	abede	Own	Up..	Va..	B..	Sp..	En..	4	N	SB..	5.67	sp.	F....	M.	N..	2420
Delage D8.15	8-2.96x2.98	88-4400	163.0	5.85	I..	5	I..	Int..	Al..	He..	128.5	58.4	6.00/18	Pu..	abede	Own	Up..	Va..	B..	Sp..	En..	4	N	SB..	5.10	sp.	F....	M.	N..	2760
Derby† L2	4-2.46x3.82	32-3400	66.7	5.20	I..	2	I..	Sep.	Al..	He..	107.0	47.3	45/12	Th..	abe..	So..	Up..	Gr..	B..	Sp..	En..	4	N	SB..	²5.30	...	FR.	M.	N..	1210
Derby† L8	8-2.56x2.96	65-4200	121.5	6.50	V..	3	F..	Int..	Al..	He..	118.0	50.5	45/14	Pu..	abe..	So..	Up..	Va..	B..	Sp..	En..	4	N	SB..	°4.60	...	FR.	M.	N..	1375
Hotchkiss 617	6-3.15x3.94	75-3800	184.0	5.50	I..	7	I..	Int..	Al..	Ch..	122.0	56.3	5.50/18	Pu..	abee.	So..	Do..	Pu..	B..	Sp..	En..	4	Y	SB..	4.70	sp.	No..	M.	N..	3420
Hotchkiss[5] 411	4-3.15x3.92	50-3750	122.0	5.60	I..	3	I..	Int..	Al..	Ch..	116.3	56.3	5.50/18	Pu..	abee.	So..	Up..	Pu..	B..	Sp..	En..	4	Y	SB..	4.90	sp.	No..	M.	N..	1870
Hotchkiss 620	6-3.39x3.94	90-3800	212.5	5.68	I..	7	I..	Int..	Al..	Ch..	122.0	56.3	6.00/18	Pu..	abee.	So..	Do..	Pu..	B..	Sp..	En..	..	Y	SB..	4.45	sp.	N....	M.	N..	3420
Licorne L	4-2.64x3.15	23-3500	67.0	5.50	I..	2	L..	Int..	Als..	He..	97.8	50.5	130/40	Th..	abee.	So..	Hr..	Gr..	B..	Sp..	En..	3	N	SB..	5.86	tt..	F....	M.	N..	1430
Licorne LR	4-2.64x3.15	35-3500	88.5	5.70	I..	2	L..	Int..	Als..	He..	112.0	50.5	140/40	Pu..	abee.	So..	Up..	Gr..	B..	Sp..	En..	4	N	SB..	5.44	tt..	F....	M.	N..	1650
Licorne I35	4-3.00x3.94	50-3500	110.0	6.00	I..	3	I..	Int..	Als..	Ch..	112.0	52.8	140/40	Pu..	abee.	So..	Up..	Gr..	B..	Sp..	En..	4	N	SB..	4.75	tt..	....	....	....	1760
Licorne I35	4-3.15x3.94	55-3500	122.0	6.00	I..	3	I..	Int..	Als..	Ch..	112.0	52.8	150/40	Pu..	abee.	So..	Up..	Gr..	B..	Sp..	En..	4	N	SB..	4.75	tt..	F....	M.	N..	1760
Lorraine** C3	6-3.35x4.72	90-3000	249.0	5.00	I..	7	L..	Sep.	Al..	He..	140.0	56.0	U7/50	Pu..	abed.	Ze..	....	Pu..	B..	Sp..	En..	4	N	SB..	4.50	sp.	No..	....	N..	3080
Mathis M4S	4-2.75x3.92	32-3600	93.0	5.80	I..	3	L..	Int..	Al..	Ch..	109.0	52.9	690/140	Th..	abe..	So..	Up..	Gr..	B..	Sp..	Se..	4	Y	SB..	5.14	sp.	F....	M.	Y..	1540
Panhard C.S.	6-2.84x4.06	.....	153.5	.....	.....	.....	.....	.....	.....	.....	125.0	55.1	6.00/17	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Panhard C.S. Spl.	6-2.96x4.26	.....	174.5	.....	.....	.....	.....	.....	.....	.....	125.0	55.1	180/140	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Panahrd D.S.	6-3.51x4.30	.....	244.0	.....	.....	.....	.....	.....	.....	.....	131.5	56.7	6.50/17	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Panhard D.S. Spl.	6-3.62x4.72	.....	291.0	.....	.....	.....	.....	.....	.....	.....	131.5	56.7	6.50/17	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Panhard	8-3.35x4.41	.....	305.0	.....	.....	.....	.....	.....	.....	.....	144.0	59.1	7.00/18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Peugeot 201-D	4-2.68x3.55	26-3500	79.7	5.80	I..	3	L..	Int..	Al..	Ch..	92.2	48.9	130/40	Pu..	ab...	So..	Hr..	Gr..	B...	Sp..	En..	3	N	Wo.	5.00	tt..	F....	M.	N..	1220
Peugeot 301-D	4-2.84x3.55	35-3500	89.4	5.80	I..	3	L..	Int..	Al..	Ch..	102.0	48.9	140/40	Pu..	ab...	So..	Hr..	Gr..	B...	Sp..	En..	3	Y	Wo.	5.50	tt..	F....	M.	N..	1330
Peugeot 601-D	6-2.84x3.47	60-3500	131.0	5.80	I..	4	L..	Int..	Al..	Ch..	121.0	53.2	160/40	Pu..	ab...	So..	Up..	Gr..	B...	Sp..	En..	3	Y	Wo.	5.25	tt..	F....	M.	N..	1650
Peugeot S.K.D.	4-2.84x3.55	35-3500	89.4	5.80	I..	3	L..	Int..	Al..	Ch..	116.0	52.0	45/13°	Pu..	ab...	So..	Hr..	Gr..	B...	Sp..	En..	3	Y	Wo.	7.70	tt..	F....	M.	N..	1340
Peugeot M.K.D.	4-3.07x3.55	44-3500	105.0	5.80	I..	3	L..	Int..	Al..	Ch..	133.0	56.4	50/14	Pu..	ab...	So..	Hr..	Gr..	B...	Sp..	En..	3	Y	Wo.	7.70	tt..	F....	M.	N..	1740
Renault Celtaquatre	4-2.76x3.74	34-3500	89.2	5.50	I..	2	L..	Int..	Als..	Sg..	96.5	50.5	130/40	Pu..	abe..	So..	Do..	Pu..	B...	Sp..	En..	3	Y	SB..	4.25	tt..	No..	M.	N..	.....
Renault Monaquatre	4-2.76x3.74	34-3500	89.2	5.50	I..	2	L..	Int..	Als..	Sg..	105.0	51.2	140/40	Pu..	abe..	So..	Do..	Pu..	B...	Sp..	En..	3	Y	SB..	5.25	tt..	No..	M.	N..	.....
Renault Primaquatre	4-2.96x4.72	40-3100	129.2	5.10	I..	..	L..	Int..	Als..	Sg..	105.0	51.2	140/40	Pu..	ac...	Ze..	Do..	Pu..	B...	Sp..	En..	3	Y	SB..	3.90	tt..	No..	M.	N..	.....
Renault Vivaquatre	4-2.96x4.72	40-3100	129.2	5.10	I..	2	L..	Int..	Als..	Sg..	°116.5	57.1	160/40	Pu..	ac...	Ze..	Do..	Pu..	B...	Sp..	En..	3	Y	SB..	°4.10	tt..	No..	M.	N..	.....
Renault Vivasport	6-3.15x4.72	85-3400	220.5	5.30	I..	4	L..	Int..	Als..	Sg..	116.0	57.1	45/14	Pu..	abe..	Str..	Do..	Pu..	B...	Sp..	En..	3	Y	SB..	4.10	tt..	No..	M.	N..	.....
Renault Vivastella	6-3.15x4.72	85-3400	220.5	5.30	I..	4	L..	Int..	Als..	Sg..	°123.5	57.1	45/14	Pu..	abe..	Str..	Do..	Pu..	B...	Sp..	En..	3	Y	SB	4.10	tt..	No..	M.	Y..	.....
Renault Nervasport	8-3.15x4.72	120-3400	294.0	5.50	I..	5	L..	Int..	Als..	Sg..	126.5	57.1	45/15	Pu..	abe..	Str..	Do..	Pu..	B...	Sp..	En..	3	Y	SB..	3.72	tt..	No..	M.	Y..	.....
Renault Nervastella	8-3.15x4.72	120-3400	294.0	5.50	I..	5	L..	Int..	Als..	Sg..	°134.0	57.1	45/15	Pu..	abe..	Str..	Do..	Pu..	B...	Sp..	En..	3	Y	SB.	4.10	tt..	No..	M.	Y..	.....
Renault Reinasport	8-3.55x5.51	130-3000	435.0	5.00	I..	9	L..	Int..	Als..	Sg..	°132.0	57.1	7.00/18	Pu..	abe..	Str..	Do..	Pu..	B...	Dp..	En..	3	Y	SB..	3.70	tt..	No..	M.	Y..	.....
Rosengart LR49E	4-2.20x3.00	15-3750	45.5	5.50	I..	2	L..	Sep.	Al..	He..	86.7	45.3	327/116	Th..	ace..	So..	Up..	Gr..	B...	Sp..	En..	3	N	SB..	6.44	sp.	No..	M.	N..	749

CONTINENTAL PASSENGER CARS—Continued

CAR MAKE AND MODEL	ENGINE: No. of Cylinders Bore and Stroke (Ins.)	Maximum Brake H.P. at Specified R.P.M.	Piston Displacement (Cu. Ins.)	Compression Ratio — to 1	Cylinder Arrangement	No. of Main Bearings	Valve Location	Cylinder and Crank-case Castings	Piston Material	Camshaft Drive	Wheelbase (Ins.)	Tread—Rear (Ins.)	Tires (Ins. or Metres)	Cooling System	Oil Pressure to—	FUEL SYSTEM: Carburetor Make	Carburetor Type	Fuel Feed	Ignition Current Source	Clutch Type	GEARSET: Location	No. of Forward Speeds	Synchronizing Clutches	REAR AXLE: Final Drive	Gear Ratio —to 1	Torque taken by	Independent Wheel Suspension	Brakes: Serv. Brake Application	Servo Unit Fitted	Chassis Weight
FRENCH—(*Continued*)																															
Rosengart LR145	4-2.93x3.74	45-4000	100.1	5.60	I	3	L	Int.	Als.	Ch.	107.2	49.3	315/142	Th.	abce.	So.	Up.	Gr.	B.	Sp.	En.	4	Y	SB.	4.70	sp.	F.	M.	N.	1445
Rosengart LR505	4-2.39x3.74	45-4000	100.1	5.60	I	3	L	Int.	Als.	Ch.	114.0	49.3	322/134	Th.	abce.	So.	Up.	Gr.	B.	Sp.	En.	4	N	SB.	4.83	sp.	FR.	M.	N.	1515
Salmson S4D	4-2.84x3.86	.....	97.4	5.70	I	3	I	Sep.	Al.	He.	112.0	52.8	650/150	Th.	abe.	So.	Up.	Gr.	M B	Sp.	En.	e4	N	SB.	4.90	tt.	F.	M.	Y.	1430
Talbot T110	6-2.95x3.72	64-3800	153.0	5.60	I	4	L	Int.	Al.	Ch.	118.5	58.0	160/40	Pu.	ac.	So.	Do.	Pu.	B.	Sp.	Se.	‡4	N	SB.	4.45	sp.	F.	M.	N.	3350
Talbot Baby Sport	6-3.70x4.12	90-3800	183.0	6.30	I	4	I	Int.	Al.	Ch.	116.0	58.0	5.25/18	Pu.	ac.	So.	Do.	Pu.	B.	Sp.	Se.	‡4	N	SB.	4.27	sp.	F.	M.	N.	3270
Talbot T120S	6-3.70x4.12	80-3800	183.0	5.80	I	4	I	Int.	Al.	Ch.	118.3	58.0	160/40	Pu.	ac.	So.	Do.	Pu.	B.	Sp.	Se.	‡4	N	SB.	4.45	sp.	F.	M.	N.	1915
Talbot T150	6-3.70x4.12	110-4200	183.0	6.80	I	4	I	Int.	Al.	Ch.	116.0	56.3	5.25/18	Pu.	ac.	So.	Do.	Pu.	B.	Sp.	Se.	‡4	N	SB.	3.90	sp.	F.	M.	N.	1826
Talbot T120L	6-3.70x4.12	80-3800	183.0	5.80	I	4	I	Int.	Al.	Ch.	130.0	56.8	6.50/17	Pu.	ac.	So.	Do.	Pu.	B.	Sp.	En.	‡4	N	SB.	4.90	sp.	F.	M.	N.	1980
Talbot T8	8-2.93x3.78	88-3700	206.0	5.60	I	5	I	Int.	Al.	Ch.	138.5	56.8	6.50/17	Pu.	ac.	So.	Up.	Pu.	B.	Sp.	En.	‡4	N	SB.	4.45	sp.	F.	M.	N.	2200
Unic U6	6-2.95x4.45	70-3300	183.0	5.50	I	5	L	Sep.	Als.	He.	131.0	56.0	180/40	Pu.	abe.	Ze.	Hr.	Pu.	M.	Dp.	En.	4	Y	SB.	4.65	sp.	F.	M.	Y.	2225
Unic U4	4-2.86x4.72	50-3600	122.0	5.45	I	3	L	Sep.	Als.	Ch.	127.0	56.0	160/40	Pu.	abce.	Ze.	Hr.	Pu.	M.	Sp.	En.	4	Y	SB.	4.65	sp.	F.	M.	N.	2100
Voisin C25	6-3 00x4.34	.....	183.0	6.00	I	3	Sl.	Sep.	Als.	Ch.	125.5	53.1	6.50/18	Pu.	abe	Ze.	.	Pu.	B.	M D	En.	4	N	SB.	°4.36	sp.	No.	M.	Y.	2420
GERMAN																															
Adler† 19	4-2.56x2.96	25-4000	60.7	5.60	I	3	L	Int.	Als.	Ch.	103.5	47.3	4.50/17	Th.	abce.	So.	Up.	Gr.	B.	Sp.	En.	4	N	SB.	5.43	sp.	FR.	M.	Y.	1230
Adler 17A	4-2.92x3.74	38-3800	100.2	5.50	I	3	L	Int.	Als.	Ch.	106.0	49.2	5.00/17	Th.	abce.	So.	Up.	Gr.	B.	Sp.	En.	4	N	SB.	4.78	sp.	No.	H.	N.	1570
Adler† 17AV	4-2.92x3.74	38-3800	100.2	5.50	I	3	L	Int.	Als.	Ch.	114.0	49.2	4.75/17	Th.	abce.	So.	Up.	Gr.	B.	Sp.	En.	4	N	SB.	4.83	sp.	FR.	M.	Y.	1605
Adler† 29	4-3.15x3.74	45-3800	116.5	6.00	I	3	L	Int.	Als.	Ch.	117.0	53.2	5.50/16	Th.	abce.	So.	Up.	Gr.	B.	Sp.	En.	4	SB.	4.43	sp.	FR.	M.	Y.	1760
Adler 39	6-2.96x4.34	65-3800	178.0	5.50	I	4	L	Int.	Als.	Ch.	°126.0	56.0	5.50/18	Pu.	abce.	So.	Do.	Pu.	B.	Sp.	En.	4	Y	SB.	°4.63	sp.	F.	M.	N.	2210
Adler Std. 8	8-2.96x4.34	81-3300	237.0	5.30	I	9	L	Sep.	Als.	Ch.	°131.0	56.7	6.00/20	Pu.	abce.	Str.	Up.	Pu.	B.	Sp.	En.	4	Y	SB.	3.93	sp.	No.	H.	N.	2860
Audi† UW	6-2.76x3.35	40-3500	119.8	5.60	I	7	I	Sep.	Al.	Sg.	117.5	53.2	720/142	Pu.	abe.	So.	Up.	Gr.	B.	Sp.	En.	4	N	Wo.	5.25	sp.	FR.	M.	N.	2050
B.M.W. 309	4-2.28x3.15	22-4000	51.5	5.60	I	2	I	Int.	Al.	Ch.	94.5	47.0	5.25/16	Pu.	abede	So.	Up.	Gr.	B.	Sp.	En.	4	Y	SB.	5.85	sp.	F.	M.	N.	1100
B.M.W. 315	6-2.28x3.70	34-3800	91.0	5.60	I	4	I	Int.	Al.	Ch.	94.5	47.1	5.25/16	Pu.	abede	So.	Up.	Gr.	B.	Sp.	En.	4	Y	SB.	5.15	sp.	F.	M.	N.	1230
D.K.W.† CA-700	2-3.00x3.00	20-3500	41.0	6.00	I	6	.	Sep.	Al.	He.	103.0	48.0	700/127	Th.	.....	So.	Up.	Gr.	.	M D	En.	3	N	.	3.05	sp.	FR.	M.	N.	1155
D.K.W.† C-600	2-2.92x2.68	18-3500	35.4	6.00	I	6	.	Sep.	Al.	.	103.0	48 0	695/102	Th.	.....	So.	Up.	Gr.	.	M D	En.	3	N	.	3.26	sp.	FR.	M.	N.	1010
D.K.W. KB-1000	4-2.68x2.70	26-3500	61.0	5.80	V	2	2c	Int.	Al.	.	112.5	49.3	5.00/17	Th.	.....	So.	Up.	Gr.	B.	Sp.	En.	4	N	SB.	4.90	ta.	No.	H.	N.	2200
Hanomag Sturm	6-2.80x3.74	50-3500	137.0	°5.70	I	4	Sl.	Sep.	Als.	Ch.	118.5	53.2	5.00/17	Pu.	abce.	So.	Up.	Pu.	B.	Sp.	En.	4	Y	SB.	4.12	sp.	F.	H.	N.	1870
Hanomag Rekord	4-2.80x3.74	33-3500	91.0	°5.60	I	3	Sl.	Sep.	Als.	Ch.	111.0	49.2	4.75/17	Pu.	abce.	So.	Up.	Gr.	B.	Sp.	En.	4	Y	SB°	°4.50	sp.	F.	H.	N.	1650
Hanomag Kurier	4-2.48x3.47	23-3500	66.4	5.40	I	3	I	Sep.	Als.	Be.	107.4	49.2	4.50/17	Th.	abe.	So.	Up.	Gr.	B.	Sp.	En.	4	N	SB°	5.90	sp.	F.	H.	N.	1540
Hanomag Garant	4-2.48x3.47	23-3500	66.4	5.40	I	2	I	Sep.	Als.	Be.	96.5	47.2	4.50/17	Th.	abe.	So.	Up.	Gr.	B.	Sp.	En.	4	N	SB°	5.90	sp.	No.	H.	N.	1210
Hansa-Lloyd 1100	4-2.56x3.23	28-3000	65.3	5.80	I	3	I	Int.	Als.	Sg.	106.2	52 0	4.50/17	Pu.	abce.	So.	Hr.	Gr.	B.	Sp.	En.	4	N	SB.	5.28	ta.	FR.	H.	N.	1145
Hansa-Lloyd 1700	6-2 56x3.23	40-3600	95.5	5.80	I	4	I	Int.	Als.	Sg.	113.0	52.0	4.75/17	Pu.	abce.	So.	Hr.	Gr.	B.	Sp.	En.	4	N	SB.	4.62	ta.	FR.	H.	N.	1230
Horch 500B	8-3.43x4.10	100-3000	300.0	5.40	I	10	Sl.	Int.	Al.	He.	148.0	59.0	805/182	Pu.	abed.	So.	Do.	Pu.	B.	Sp.	En.	4	Y	SB.	5.35	tt.	No.	H.	Y.	3850
Horch 780B	8-3.43x4.10	100-3000	300.0	5.40	I	10	Sl.	Int.	Al.	He.	136.0	59.0	805/182	Pu.	abed.	So.	Do.	Pu.	B.	Sp.	En.	4	Y	SB.	4.90	sp.	No.	H.	Y.	3520
Horch 830	8-2.96x3.35	70-3400	182.0	5.60	V	3	L	Int.	Al.	Ch.	126.0	58.0	780/160	Pu.	abede	So.	Do.	Pu.	B.	Sp.	En.	4	Y	SB.	°5.45	sp.	No.	H	.	2640
Maybach†† DS8	12-3.62x3.94	200-3200	484.0	6.30	V	8	I	Int.	Al.	He.	147.0	59.9	7.00/20°	Pu.	abed.	So.	Up.	Pu.	B.	Dp.	Se.	§5	Y	SB.	3.20	tt.	No.	M.	Y.	4400
Maybach DSh	6-3.94x4.34	130-3200	317.0	6.30	I	8	I	Int.	Al.	He.	147.0	59.9	7.00/20	Pu.	abed.	So.	Up.	Pu.	B.	Dp.	Se.	§5	Y	SB.	3.60	tt.	No.	M.	Y.	4400
Mercedes 130	4-2.78x3.35	26-3000	79.8	6.60	I	.	L	Int.	Al.	He.	98.5	50.0	4.75/17	Pu.	abede	So.	Up.	Gr.	B.	Sp.	En.	4	N	Wo.	6.75	tt.	FR.	H.	N.	1190
Mercedes 170	6-2.56x3.35	32-3200	100.3	5.75	I	.	L	Int.	Al.	He.	102.5	52.7	5.25/17	Pu.	abede	So.	Up.	Gr.	B.	Sp.	En.	4	Y	SB.	6.10	tt.	FR.	H.	N.	1580
Mercedes 200	6-2.76x3.35	40-3200	119.9	5.75	I	.	L	Int.	Al.	He.	°106.5	54.4	5.50/17	Pu.	abede	So.	Up	Gr.	B.	Sp.	En.	4	Y	SB.	°6.10	tt.	FR.	H.	N.	1925
Mercedes 290	6-3.07x3.94	60-3200	175.0	5.75	I	.	L	Int.	Al.	He.	°113.5	58.3	6.50/17	Pu.	abede	So.	Up.	Pu.	B.	Sp.	En.	4	Y	SB.	°5.77	tt.	FR.	H.	N.	°2530
Mercedes 500	8-3.25x4.54	100-3100	300.0	5.75	I	.	L	Int.	Al.	He.	144.5	58.5	6.50/20	Pu.	abede	So.	Up.	Pu.	B.	Sp.	En.	4	Y	SB.	°5.77	tt.	No.	H.	Y.	3740
Mercedes[1] Grand	8-3.74x5.32	150-2800	467.0	5.50	I	.	I	Int.	Al.	He.	148.0	59.1	7.00/20	Pu.	abede	Own	Up.	Pu.	B.	Dp.	En.	6	N	SB.	°4.50	tt.	No.	M.	Y.	4300
Mercedes[2]†† 500M	8-3.39x4.25	100-3400	330.0	5.50	I	.	I	Int.	Al.	He.	129.5	59.0	6.50/17	Pu.	abede	Own	Up.	Pu.	B.	Sp.	En.	4	Y	SB.	4.88	tt.	FR.	H.	Y.	2640
Opel 2.0 Ltr.	6-2.66x3.54	37-3200	117.9	5.75	I	3	L	Int.	Als.	He.	°120.0	49.6	5.50/16	Pu.	abede	Own	Do.	Pu.	B.	Sp.	En.	4	N	SB.	°4.30	sp.	F.	H.	N.	.....
Opel 1.3 Ltr.	4-2.66x3.54	24-3200	78.6	6.00	I	.	L	Int.	Als.	He.	97.4	46.0	5.25/16	Pu.	abede	Own	Do.	Pu.	B.	Sp.	En.	4	N	SB.	4.78	sp.	F.	H.	N.	.....
Opel 1.2 Ltr.	4-2.56x3.54	23-3200	72.8	6.00	I	3	L	Int.	Als.	He.	90.0	46.0	4.50/17°	Pu.	abede	Own	Do.	Pu.	B.	Sp.	En.	°3	N	SB.	5.14	sp.	No.	M.	N.	1235
Rohr Jr.	4-2.96x3.31	36-3700	91.2	5.45	*	2	I	Sep.	Als.	Ch.	101.0	49.2	4.75/17	Air.	ab.	Pal.	Up.	Gr.	B.	Sp.	En.	4	N	SB.	4.72	.	FR.	H.	N.	1145
Rohr F	8-2.74x4.25	75-3500	205.0	6.00	I	9	I	Sep.	Als.	Ch.	127.5	55.2	6.50/17	Pu.	ab.	Ze.	Up.	Gr.	B.	Sp.	En.	4	Y	Wo.	5.20	ta.	FR.	H.	N.	2310
Stoewer† V8	8-2.74x3.23	55-	152.0	6.00	V	3	Hr.	Int.	Al.	Ch.	118.0	54.0	5.25/17	Pu.	abe.	So.	Do.	Pu.	B.	Sp.	En.	4	Y	SB.	4.87	ta.	FR.	H.	N.	1935
Stoewer† R1SV	4-2.84x3.55	32-	89.5	6.50	I	3	L	Int.	Al.	Ch.	118.5	50.5	4.75/17	Th.	abe.	So.	Up.	Gr.	B.	Sp.	En.	4	Y	SB.	°4.87	ta.	FR.	H.	N.	1640
Wanderer W240	6-2.76x3.35	40-3500	119.8	6.40	I	7	I	Int.	Al.	He.	118.0	53.2	5.25/17	Pu.	abede	So.	Up.	Pu.	B.	Sp.	En.	.	N	SB.	3.50	ta.	R.	H.	N.	1980
Wanderer W235	6-2.56x3.35	35-3500	103.0	6.40	I	7	I	Int.	Al.	He.	118.0	53.2	5.25/17	Pu.	abede	So.	Up.	Pu.	B.	Sp.	En.	.	N	SB.	5.75	ta.	R.	H.	N.	1980
Wanderer W250	6-2.56x3.74	50-3500	133.8	6.00	I	7	I	Int.	Al.	He.	118.0	53.2	5.25/17	Pu.	abede	So.	Do.	Pu.	B.	Sp.	En.	.	N	SB.	4.80	ta.	R.	H.	N.	1980
ITALIAN																															
Alfa Romeo 6C	6-2.76x3.94	68-4400	141.0	6.50	I	7	I	Iut.	Al.	Ch.	126.6	56.4	6.00/18	Pu.	abce.	So.	.	Pu.	B.	Sp.	En.	4	Y	SB.	5.10	tt.	No.	M.	N.	2024
Alfa Romeo†† 8CGS	8-2.56x3.47	130-4900	142.4	5.75	I	10	I	Int.	Al.	Ch.	108.4	54.4	5.50/19	Pu.	abce.	Me.	Up.	Pu.	B.	M D	En.	4	N	SB.	4.25	tt.	No.	M.	N.	1980
Ansaldo 42	8-2.96x3.94	70-3500	215.5	5.50	I	10	I	Int.	Al.	Ch.	130.5	55.0	6.50/18	Pu.	abce.	Ze.	Do.	Pu.	B.	Sp.	En.	4	Y	SB.	.....	tt.	No.	M.	N.	2090
Bianchi S8	8-2.68x3.94	80-4000	177.5	6.04	I	5	I	Int.	Al.	Sg.	128.0	55.5	4.50/18	Pu.	abce.	Str.	Do.	Pu.	B.	Sp.	En.	4	Y	SB.	°5.10	tt.	No.	M.	N.	2420
Bianchi S9	4-2.68x3.94	42-4000	88.5	5.60	I	3	I	Int.	Al.	Sg.	110.0	55.0	6.00/16	Th.	abce.	Str.	Do.	Pu.	B.	Sp.	En.	4	N	SB.	°5.40	tt.	No.	M.	N.	1650
Fiat 508 Balilla	4-2.56x2.96	24-3600	60.8	6.60	I	3	L	Int.	Al.	Ch.	88.5	47.3	4.00/17	Th.	abce.	Ze.	Up.	Gr.	B.	Sp.	En.	4	Y	SB.	°5.13	sp.	No.	H.	N.	858
Fiat Ardita	4-3.08x3.63	40-3600	107.0	6.00	I	3	L	Int.	Al.	Ch.	106.5	54.8	5.25/17	Pu.	abce.	Ze.	Up.	Pu.	B.	Sp.	En.	4	Y	SB.	°4.66	sp.	No.	H.	N.	1540
Fiat Ardita 2000	4-	45-3600	118.5	6.00	I	3	L	Int.	Al.	Ch.	118.0	55.5	5.50/17	Pu.	abce.	Ze.	Up.	Pu.	B.	Sp.	En.	4	Y	SB.	4.66	sp.	No.	H.	N.	1560
Fiat Ardita 2500	6-2.84x4.06	52-3300	153.0	5.90	I	7	L	Int.	Al.	Ch.	125.0	55.5	5.50/17	Pu.	abce.	Ze.	Do.	Pu.	B.	Sp.	En.	4	Y	SB.	4.34	sp.	No.	H.	N.	1730
Isotta Fraschini 8B	8-3.74x5.12	125-2600	450.0	5.50	I	9	I	Sep.	Al.	Ch.	146.0	56.0	6.75/18	Pu.	abede	Ze.	Up.	Pu.	B.	M D	En.	3	N	SB.	3.75	tt.	No.	M.	Y.	3960
Lancia Augusta	4-2.76x3.07	35-4000	73.2	5.40	V	3	I	Sep.	.	Ch.	104.5	48.2	400/140	Pu.	abce.	Ze.	Up.	Gr.	B.	Sp.	En.	4	Y	Hyp	4.78	sp.	F.	H.	N.	1255
Lancia Artena	4-3.25x3.55	54-4000	117.5	5.33	V	3	I	Sep.	Al.	Ch.	°124.0	55.0	450/140	Pu.	abce.	Ze.	Up.	Pu.	B.	Sp.	En.	4	Y	Hyp	4.70	sp.	F.	H.	N.	1890
Lancia Astura	8-2.96x3.35	82-4000	181.0	5.45	V	5	I	Sep.	Al.	Ch.	°131.0	55.0	450/140	Pu.	abce.	Ze.	Up.	Pu.	B.	Sp.	En.	4	Y	Hyp	4.27	sp.	F.	H.	N.	2110
Lancia Dilambda	8-3.15x3.94	100-4000	241.6	5.30	V	5	I	Sep.	Al.	Ch.	°137.0	56.7	450/160	Pu.	abce.	Ze.	Up.	Pu.	B.	Sp.	En.	4	Y	Hyp	°4.58	sp.	F.	H.	N.	2970
Maserati††† 34	6-3.31x3.94	260-5500	203.0	6.25	I	4	I	Sep.	Al.	Be.	101.0	51.2	5.25/19°	Pu.	abe.	Web	Up.	Pu.	M.	M D	En.	.	.	SB.	.....	.....	.	H.	N.	1760
Maserati††† 4CM1500	4-2.72x3.94	100-5600	91.2	5.50	I	3	I	Int.	Al.	Sg.	94.5	47.3	.....	Pu.	abede	Web	Up.	Pr.	M.	Sp.	En.	4	N	SB.	.....	tt.	No.	H.	N.	1210

ABBREVIATIONS

°—Others Also
*—Horizontally Opposed Twin
**—Four-wheel Drive
†—Fitted with Supercharger
††—Front-wheel Drive
‡—Complete Car Weight
§—Preselective Gear Box
1—200 Hp. with Supercharger
2—160 Hp. with Supercharger
2c—2 cycle
3—This same car built as a sports model 411S. Bore 3.49 in. Displacement 141 cu. in. Gear Ratio 4.8. All other specifications remain the same.
a—Main Bearing
Al—Aluminum Alloy
Als—Aluminum and Alloy Steel Strut
Am—Amal (Carburetor)
b—Camshaft Bearing
B—Battery
Be—Bevel Gear
c—Connecting Rod Bearings
C—Mechanical and Hydraulic (Brakes)
Ca—Carter (Carburetor)
CH—Claudel Hobson
Ch—Chain
Cl—Cast Iron
Co—Cosette (Carburetor)
d—Piston Pins
Do—Downdraft (Carburetor)
Dp—Double Plate, Dry (Clutch)
e—Chain or Timing Gears
E—Electromagnetic
En—Unit with Engine
F—Front (Independent Suspension)
F—In Head and Side (Valves)
FR—Front and Rear
FW—Front-wheel Drive
Gr—Gravity
H—Hydraulic (brakes)
He—Helical Gear
Ho—Horizontal (Carburetors)
Hr—Horizontal
Hyp—Hypoid Gear
I—In Head (Valves)
I—In Line (Cylinders)
Int—Integral with Cylinders
L—At Side (L Head)
M—Mechanical (Brakes)
MB—Battery and Magneto
MD—Multiple Disk
Me—Memini
N—No or None
O—Own
Pal—Pallas
Pr—Pressure
Pu—Pump
R—Rear Wheels
Ra—Unit with Rear Axle
RA—R.A.G.
SB—Spiral Bevel
SC—Spiral Bevel and Chain
Sch—Schebler
Se—Separate Unit
Sep—Separate
Sg—Spur Gear (Camshaft Drive)
Sl—Sleeve Valve
So—Solex (Carburetor)
SO—Single Plate in Oil (Clutch)
sp—Springs
SP—Single Plate, Dry (Clutch)
Spla—Splash
St—Straight Bevel
Str—Stromberg
SuSp—Supercharged Special
ta—Torque Arm
TB—Straight Bevel
Th—Thermo Syphon (Cooling System)
tt—Torque Tube
Up—Updraft (Carburetor)
V—Vee Type (Cylinder Arrangement)
Va—Vacuum (Fuel Feed)
Web—Weber
Wo—Worm Drive
Y—Valveless—2 Cycle
Ze—Zenith (Carburetor)

American Passenger Car Engine Trends

(Based on Number of Models Offered)

Displacement per Cylinder

	Cu. in.
1927	39.5
1928	39.1
1929	38.9
1930	37.6
1931	36.8
1932	36.7
1933	36.0
1934	36.2
1935	36.1

Average R.P.M.'s

1927	2740
1928	2860
1929	3063
1930	3170
1931	3230
1932	3250
1933	3360
1934	3420
1935	3480

Bore, Stroke, Displacement

	Bore (Inches)	Stroke (Inches)	Piston Displ. (Cu. In.)
1922	3.46	4.92	260.5
1923	3.43	4.81	257.3
1924	3.43	4.81	258.1
1925	3.48	4.73	262.6
1926	3.37	4.72	260.59
1927	3.26	4.67	254.86
1928	3.27	4.58	257.73
1929	3.27	4.57	261.27
1930	3.26	4.51	264.59
1931	3.21	4.45	273.00
1932	3.26	4.41	283.93
1933	3.23	4.40	284.07
1934	3.24	4.40	289.18
1935	3.23	4.39	271.40

Average Compression Ratio

1924	4.36
1925	4.40
1926	4.47
1927	4.55
1928	4.86
1929	4.99
1930	5.15
1931	5.23
1932	5.29
1933	5.57
1934	5.72
1935	5.98

Number of Cylinders

	Per Cent 4 Cyl.	Per Cent 6 Cyl.	Per Cent 8 Cyl.	Per Cent 12 Cyl.	Per Cent 16 Cyl.
1922	30.8	59.1	9.5	0.6	...
1923	22.1	66.9	10.4	0.6	...
1924	19.5	70.3	10.2	...	...
1925	14.8	67.8	17.4	...	...
1926	13.00	66.0	21.0	...	...
1927	6.00	65.0	29.0	...	...
1928	6.50	58.0	35.5	...	...
1929	4.00	55.00	41.00	...	...
1930	2.92	43.20	52.70	...	0.98
1931	3.85	30.80	61.50	1.28	2.57
1932	4.20	30.60	54.20	8.30	2.70
1933	5.70	30.00	51.50	10.00	2.80
1934	4.68	31.20	48.50	12.50	3.12
1935	3.50	37.90	50.00	6.90	1.70

Timing Drives

	Per Cent Chain	Per Cent Gear
1922	27.8	72.2
1923	35.1	64.9
1924	43.5	56.5
1925	47.0	53.0
1926	64.0	36.0
1927	75.7	24.3
1928	79.2	20.8
1929	84.8	15.2
1930	85.7	14.3
1931	83.1	16.9
1932	85.7	14.3
1933	80.0	20.0
1934	76.2	23.8
1935	74.1	25.9

Average Bore—Stroke Ratio

1925	1.36
1930	1.38
1931	1.39
1932	1.35
1933	1.36
1934	1.36
1935	1.36

Piston Material

	Per Cent Cast Iron	P.C. Aluminum With Struts	P.C. Aluminum No Struts	Total Aluminum
1923	79.1	...	...	20.9
1924	76.0	...	...	24.0
1925	73.3	...	...	26.7
1926	76.0	...	...	24.0
1927	66.7	...	...	33.3
1928	43.4	45.8	10.8	56.6
1929	25.8	48.4	25.8	74.2
1930	21.55	61.7	16.65	78.35
1931	20.50	53.8	25.70	79.50
1932	28.00	50.0	22.00	72.00
1933	25.80	45.60	28.60	74.20
1934	17.20	43.80	39.00	82.80
1935	18.90	36.20	44.90	81.10

Average Piston Speeds

	Feet per Min.
1927	2150
1928	2210
1929	2310
1930	2380
1931	2395
1932	2390
1933	2463
1934	2508
1935	2535

H.P. per cu. in. of Displacement

1925	.233
1926	.236
1927	.256
1928	.276
1929	.306
1930	.331
1931	.344
1932	.353
1933	.376
1934	.388
1935	.398

Valve Location

	Per Cent L-Head	Per Cent Valve-in-Head	Per Cent Horizontal	Per Cent Sleeve	Per Cent T-Head	Per Cent F-Head
1922	63.0	29.9	0.6	3.9	2.0	0.6
1923	61.9	29.6	...	4.6	2.6	1.3
1924	61.9	28.8	...	5.1	3.4	0.8
1925	70.2	20.5	...	5.6	2.8	0.9
1926	73.5	17.30	...	5.1	3.1	1.0
1927	76.70	14.20	...	5.1	3.0	1.0
1928	76.60	14.00	...	5.6	2.8	...
1929	78.00	14.00	...	6.00	1.00	1.00
1930	84.33	11.75	1.96	1.96	...	...
1931	79.50	17.94	1.28	1.28	...	...
1932	74.00	19.20	4.10	2.70	...	...
1933	70.00	25.71	2.86	1.43	...	...
1934	65.7	31.20	3.10	...	...	...
1935	75.90	22.40	1.70	...	...	...

Average B.M.E.P.

At Maximum H.P.

	Lb. per sq. in.
1927	74.5
1928	76.2
1929	80.6
1930	82.7
1931	84.3
1932	86.2
1933	88.5
1934	90.1
1935	90.2

Average Number of Cylinders

1927	6.45
1928	6.59
1929	6.71
1930	7.04
1931	7.49
1932	7.78
1933	7.88
1934	7.97
1935	7.51

Average Brake Horse Power

1927	65.8
1928	70.9
1929	81.6
1930	87.6
1931	95.0
1932	101.0
1933	106.5
1934	112.5
1935	109.6

Export Markets Expand

AMERICAN PASSENGER CAR EXPORTS*

COUNTRIES	Not over $850		Over $850, not over $1200		Over $1200, not over $2000		Over $2000		Total 1934 Passenger Cars		Total 1933 Passenger Cars	
	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars
Europe	39,560	$19,745,694	2,852	$2,754,459	691	$1,090,487	323	$845,630	43,426	$24,436,270	23,155	$11,786,952
North America	8,104	4,592,643	942	912,015	235	356,586	111	323,074	9,392	6,184,318	5,355	3,184,439
South America	16,549	8,364,549	666	657,686	240	356,679	90	238,440	17,545	9,617,354	9,155	4,493,122
Asia	22,293	10,904,184	1,523	1,476,019	502	743,777	133	310,726	24,451	13,434,706	10,865	5,467,753
Oceania	17,076	6,493,375	557	517,960	146	225,156	33	74,903	17,812	7,311,394	3,181	1,130,980
Africa	29,835	15,263,353	1,215	1,165,668	204	290,323	36	80,905	31,290	16,800,249	12,043	5,741,991
TOTAL	133,417	$65,363,798	7,755	$7,483,807	2,018	$3,063,008	726	$1,873,678	143,916	$77,784,291	63,754	$31,805,237
Alaska									275	192,847	181	117,238
Hawaii	2,456	1,501,347	91	90,969	34	49,775	5	11,900	2,586	1,653,991	2,313	1,375,564
Porto Rico	1,495	833,517	80	79,291	26	39,550	9	21,076	1,610	973,434	1,107	647,425
GRAND TOTAL	137,368	$67,698,662	7,926	$7,654,067	2,078	$3,152,333	740	$1,906,654	148,387	$80,604,563	67,355	$33,945,464

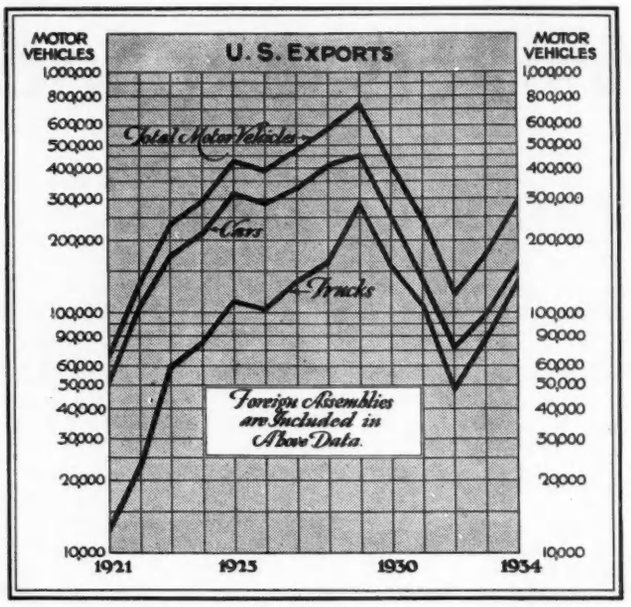
AMERICAN TRUCK EXPORTS*

COUNTRIES	Under 1 Ton		1 Ton and not over 1½ Tons		Over 1½ Tons and not over 2½ Tons		Over 2½ Tons		Bus Chassis		Total 1934 Trucks and Buses		Total 1933 Trucks and Buses	
	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars
Europe	2,503	$755,158	18,862	$7,240,366	3,587	$2,653,864	638	$844,830	11	$12,728	25,601	$11,506,946	13,733	$5,861,306
North America	964	450,946	4,373	2,420,745	857	732,257	150	352,901	7	17,570	6,351	3,974,419	2,689	1,639,709
South America	809	301,186	13,911	6,751,892	1,187	1,155,903	246	510,896	10	27,998	16,163	8,747,875	7,080	3,641,773
Asia	1,524	430,574	22,710	8,643,547	2,067	1,716,453	554	1,132,644	13	18,005	26,868	11,941,223	12,908	6,121,115
Oceania	2,173	686,973	4,107	1,731,466	832	588,242	58	72,395	26	26,985	7,196	3,106,061	2,856	1,079,969
Africa	1,603	534,010	7,686	3,380,539	810	705,620	117	164,896	2	7,531	10,218	4,792,596	4,011	1,656,287
TOTAL	9,576	$3,158,847	71,649	$30,168,555	9,340	$7,552,339	1,763	$3,078,562	69	$110,817	92,397	$44,069,120	43,277	$20,000,159
Alaska											196	148,691	103	83,063
Hawaii	211	99,433	295	184,356	32	37,316	37	140,477	1	400	576	461,982	335	323,283
Puerto Rico	47	22,378	412	231,202	85	72,144	13	23,332	40	96,510	597	445,566	388	284,833
GRAND TOTAL	9,834	$3,280,658	72,356	$30,584,113	9,457	$7,661,799	1,813	$3,242,371	110	$207,727	93,766	$45,125,359	44,103	$20,691,338

U. S. Exports of Parts and Accessories—1934*

COUNTRIES	Auto Parts for Assembly	Auto Pistons	Auto Piston Rings	Spark Plugs	Auto and Truck Springs	Asbestos Brake Lining		Auto Parts for Replacement N. E. S.	Auto Accessories N. E. S.	Total Exports of Parts and Accessories
						Molded and Semi-Molded	Not Molded			
Europe	$6.973,125	$188,709	$96,395	$1,154,947	$49,443	$153,479	$38,351	$6,793,617	$328,656	$16,404,157
North America	20,916,285	171,163	214,728	70,422	80,636	133,803	82,765	3,413,130	1,667,112	27,399,026
South America	3,369,642	113,196	122,756	120,336	107,471	169,881	57,087	3,665,253	177,275	8,075,524
Asia	4,366,816	75,467	60,630	180,462	183,876	52,751	32,150	4,457,483	169,333	9,780,168
Oceania	334,212	4,310	3,434	6,861	590	60,662	34,399	1,409,837	73,185	1,963,646
Africa	286,272	56,440	21,842	73,020	113,845	36,617	10,266	2,177,712	172,058	3,037,578
TOTAL	$36,246,352	$609,285	$519,785	$1,606,048	$535,861	$607,193	$255,018	$21,917,032	$2,587,619	$66,660,099
Alaska										97,054
Hawaii	17,708	4,065	8,221	24,124	23,283	14,117	6,076	399,674	49,062	560,183
Porto Rico	24,097	1,120	1,362	7,678	28,191	7,697	5,047	229,035	13,916	324,919
GRAND TOTAL	$36,288,157	$614,470	$529,368	$1,637,850	$587,335	$629,007	$266,141	$22,545,741	$2,650,597	$67,642,255

* Automotive Division—Bureau of Foreign and Domestic Commerce.



Value of U.S. Automotive Exports, 1934

Passenger Cars	$80,604,563
Second Hand Pass. Cars.	505,707
Trucks, Buses and Chassis	45,125,359
Second Hand Trucks and Buses	147,492
Trailers	195,689
Engines for Pass. Cars.	1,400,651
Engines for Trucks and Buses	547,919
Engines for Marine (except Diesel).	
Detachable	320,847
Other	624,702
Parts and Accessories	67,642,255
Garage and Service Equipment	2,461,120
All Tires and Tubes	14,681,037
Tire Sundries and Repair Materials	399,488
Motorcycles	811,609
Cycle Parts and Accessories	357,008
Aeronautic Exports	17,548,181
Total	$233,373,627

Foreign Sales of American Motor Vehicles

	Passenger Cars			Trucks			
	U. S. Exports Inc. Foreign Assemblies	Canadian Output	Total Cars	U. S. Exports Inc. Foreign Assemblies	Canadian Output	Total Trucks	Total Motor Vehicles
1921	51,050	61,098	112,148	12,569	5,148	17,717	129,865
1922	108,426	94,904	203,330	22,473	7,149	29,622	232,952
1923	175,158	129,228	304,386	60,025	17,210	77,235	381,621
1924	217,169	117,765	334,934	75,980	17,481	93,461	428,395
1925	316,093	135,573	451,666	112,594	26,397	138,991	590,657
1926	289,135	164,856	453,991	104,309	39,871	144,180	598,171
1927	331,959	146,827	478,786	137,509	32,227	169,736	648,522
1928	418,845	196,741	615,586	163,919	45,641	209,560	825,146
1929	451,079	207,498	658,577	283,132	55,797	338,929	997,506
1930	247,764	125,442	373,206	157,951	28,750	186,701	559,907
1931	134,048	65,093	199,141	107,509	17,528	125,037	324,178
1932	72,889	50,718	123,607	47,350	10,098	57,448	181,055
1933	98,155	53,855	152,010	78,428	11,997	90,425	242,435
1934	160,436	92,538	252,974	133,266	24,352	157,618	410,592

Leading Automotive Export Markets

Country of Destination	Value	Number
PASSENGER CARS AND CHASSIS		
Union of South Africa	$13,053,177	25,177
Belgium	7,039,863	13,434
Australia	5,384,601	13,798
Japan	4,633,241	9,633
United Kingdom	3,968,677	6,500
Sweden	3,807,113	7,546
Argentina	3,206,474	6,660
British India	2,863,822	5,484
Mexico	2,764,940	3,920
Brazil	2,737,208	4,927
Netherlands	2,372,359	3,514
Denmark	2,113,417	5,028
New Zealand	1,893,262	3,962
Philippine Islands	1,658,974	2,538
Hawaii	1,653,991	2,586
China	1,386,275	1,914
Egypt	1,346,934	2,144
Switzerland	1,294,082	2,048
Venezuela	1,280,763	2,115
Morocco	1,255,066	2,008
Total	$65,714,239	124,936
Total —All Countries	$80,604,563	148,387

Country of Destination	Value	Number
TRUCKS, BUSES AND CHASSIS		
Japan	$3,136,964	9,837
Spain	2,952,570	5,685
Brazil	2,581,307	4,639
British India	2,478,311	7,142
Union of South Africa	2,450,588	5,373
Australia	2,447,476	5,753
Argentina	2,028,232	4,780
Belgium	1,870,485	5,365
Mexico	1,622,379	2,475
China	1,485,908	2,414
Sweden	1,424,552	4,000
Persia	1,242,629	1,124
Netherlands	997,817	1,608
Philippine Islands	970,693	1,881
Palestine	883,506	1,216
Bolivia	868,837	1,118
Denmark	827,862	2,606
Venezuela	818,456	1,519
Colombia	809,797	1,211
Canada	768,976	1,043
Total	$32,667,345	70,789
Total—All Countries	$45,125,359	93,766

U. S. Airplane and Engine Production*

	Airplanes				Airplane Engines			
	Military		Commercial		Military		Commercial	
	Units	Value	Units	Value	Units	Value	Units	Value
1926	532	$6,154,708	604	$2,716,319	842	$4,080,571	....	.....
1927	621	7,528,383	1,565	6,976,616	1,397	6,550,533	....	.....
1928	1,219	19,066,379	3,542	17,194,298	2,620	12,407,920	632	$979,600
1929	677	10,832,544	5,357	33,624,756	1,861	8,600,530	5,517	17,895,300
1930	747	10,723,720	1,937	10,746,042	1,841	10,823,423	1,925	6,255,493
1931	812	12,971,625	1,582	6,655,738	1,800	10,417,718	1,976	4,192,600
1932	593	10,389,316	549	2,337,899	1,085	6,370,678	815	2,898,371
1933	466	9,784,643	591	6,180,900	860	4,986,168	1,120	4,724,441
1934	437	8,836,509	772	9,957,602	688	5,162,710	2,048	10,270,500

*Aeronautical Chamber of Commerce of America, Inc., Aircraft Year Book for 1935.

Sales of Aircraft Parts*

Aircraft

Year	Military	Commercial	Miscellaneous	Total
1930	$4,108,167	$3,442,573	$475,002	$8,025,742
1931	4,627,838	1,912,481	499,857	7,039,932
1932	3,701,838	974,439	348,770	5,025,047
1933	3,127,255	945,336	140,340	4,212,931
1934	2,168,856	1,540,564	436,425	4,145,845

Aircraft Engine

Year	Military	Commercial	Miscellaneous	Total
1930	$2,231,370	$2,487,576	$494,216	$5,213,162
1931	3,904,739	1,747,654	267,400	5,919,793
1932	3,699,848	1,241,878	73,644	5,015,370
1933	1,961,033	1,567,604	67,843	3,596,480
1934	1,543,730	2,517,592	299,377	4,360,699

* Aeronautical Chamber of Commerce of America, Inc.

Scheduled Transport Operations of American Air Lines*

	1929	1930	1931	1932	1933	1934
Planes	619	637	753	655	615	550
Passengers	165,263	385,910	457,753	504,575	546,235	537,637
Air mail	7,096,930	†8,513,675	†9,351,195	†7,658,332	†7,644,646	7,155,281
Express	197,538	286,798	885,164	1,324,428	1,884,545	2,946,460
Scheduled miles flown	20,242,891	28,833,967	43,395,478	48,344,358	54,072,467	42,622,619
Employees	4,430	6,350	7,000	6,500	6,785	6,877
Number of operators	27	35	42	33	28	25

*Aircraft Year Books—Aeronautical Chamber of Commerce of America, Inc.
†Includes lines to South America.

Tire Production by Types

	1931	1932	1933	1934
Balloon casings	41,800,000	35,200,000	40,064,000	41,889,000
High-pressure casings	6,925,000	4,915,000	5,240,000	5,344,000
Total casings	48,725,000	40,115,000	45,304,000	47,233,000
Balloon inner tubes	39,200,000	31,200,000	36,383,000	40,323,000
High-pressure inner tubes	9,150,000	5,640,000	6,173,000	5,905,000
Total inner tubes	48,350,000	36,840,000	43,556,000	46,228,000
Solids and cushions	170,000	121,000	163,733	203,600

World Motor Vehicle Registrations by Years

	1934	1933	1932	1931	1930
Africa	408,380	383,227	369,814	370,880	351,931
America	1,863,618	1,827,754	1,896,380	2,013,977	2,097,289
Asia	543,035	506,925	486,292	566,353	551,467
Europe	6,559,751	6,052,758	5,498,704	5,586,320	5,287,472
Oceania	800,693	778,856	740,016	772,287	805,545
Total	10,175,477	9,549,520	8,991,206	9,309,817	9,093,704
United States	24,751,644	23,849,932	24,341,822	25,993,896	26,657,072
Grand Total	33,999,452	33,399,452	33,333,028	35,303,713	35,750,776

1,556,000 Motor Vehicles Scrapped in 1934

1924	1,102,000
1925	1,624,000
1926	1,802,000
1927	2,107,000
1928	2,507,000
1929	2,686,000
1930	2,378,000
1931	2,927,000
1932	2,396,000
1933	1,793,000
1934	1,556,000*

* Unadjusted.

Feb. Racing Toward 340,000 Goal; See 400,000 for March; Sales Gain

DETROIT, Feb. 21—Motor car production this month promises to attain the 340,000 units predicted earlier in *Automotive Industries* and may go even higher if certain obstacles holding back some companies are removed. March assemblies should easily top 400,000 units and possibly may reach 425,000. Indications point to the fact that April is likely to be the peak month this year, with a mild recession in output during the following two months.

The psychological effect of the gold decision will be to further loosen purse strings of car buyers and particularly should be stimulating to sales overseas which are so dependent on favorable exchange rates. A fairly large percentage of the cars coming off assembly lines are continuing to go almost directly into consumers' hands, although in some cases it is believed dealers are beginning to acquire stocks. .Several prominent car manufacturers declare that the pressure from dealers for immediate delivery of cars has not been relieved. Even with factories working virtually at capacity, a few companies report that their backlog of unfilled orders has been growing.

The widespread distribution of retail sales, with sizeable increases registered in almost all sections of the country, is a notable and encouraging development. Only in one or two districts, such as the citrus fruit area in Florida where severe weather has done great damage, have sales failed to respond to the buying urge. Retail demand has been especially good in the Mississippi valley and the south, the improvement being attributed to enlarged farm incomes from higher commodity prices and to cash disbursements by the Federal government for crop curtailments.

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Wage Dispute Causes Strike at Myers Co.

Chrysler Supply Concern Shuts Plant as Workers Walkout on Election Eve.

TOLEDO, Feb. 20—The Myers Regulator Co., suppliers of window regulators and hardware for the Chrysler Corp., closed its plant at 3 p. m. today because of a strike among its employees. Two weeks ago the sub-Regional Labor Board of Ohio entered the dispute between the management and workers when a brief strike begun over wage differences. It is said a difference of two cents per hour in the wage rate led to the failure of the second shift reporting for work today. Three persons were reported hurt slightly in altercations arising from an unorganized picket line.

Officials of the Myers Co. stated its plant would remain closed until the present difficulties are settled. Recently, it is said, Chrysler officials threatened to remove certain machinery in the Myers plant to Detroit plants of the Chrysler Corp.

The company was scheduled to hold a plant election among employees Thursday, but the present strike makes this impossible. Approximately 400 workers are affected by this latest walkout.

Eastman Asks Control of Transport Codes in Bill

Hearings on HR 5262, a bill to regulate interstate motor carriers, got under way this week before a sub-committee of the House Interstate Commerce Committee. Federal Coordinator Eastman, sponsor of the bill, was the first witness. Among other things he suggested that the Coordinator be authorized to take over the administration of transportation codes. A battle developed early over the extent of control the ICC should be given over intrastate rates with the National Association of Railroad and Utilities Commissioners fighting to minimize such control and taking the position that it would rather have no bill than to have the doctrine of the so-called Shreveport rate cases apply.

Meanwhile the American Trucking Associations, Inc., reports that its statistical division is working 24 hours a day preparing the trucking industry's presentation on the bill.

A sub-committee of the Senate Interstate Commerce Committee will begin hearings on the bill on Feb. 25.

Sears to Organize Foreign Sales Co.

Sears, Roebuck and Co. plan to organize a subsidiary, Sears, International, Inc., according to the British Motor Trader, to dispose of surplus stocks abroad. The plan, says the British journal, does not include competing with British mail-order houses or the creation of a selling organization, but that merchandise will be distributed through ordinary wholesale channels. Some of the merchandise the new company hopes to sell in Great Britain includes tires, inner tubes, spark plugs, garage accessories and electric equipment.

Greene, Hilman Direct DeSoto Adv. and Service

Burch E. Greene has been appointed director of advertising and sales promotion and W. A. Hilman, director of service for the De Soto organization, Byron G. Foy, De Soto president, has announced.

Mr. Greene and Mr. Hilman now hold similar positions with the Chrysler Sales Corporation and will continue to supervise the advertising and service activities of the Chrysler unit as well as De Soto.

AMA's Gift Enables Harvard Research Bureau to Expand Street Safety Study

Greater safety on the highways and the elimination of costly traffic congestion are twin objectives of an expanded program of highway research being initiated at the Bureau for Street Traffic Research at Harvard University, it has been announced. Reorganization and expansion of the research activities of the university's Bureau for Street Traffic Research have been made possible through a gift to the university by the Automobile Manufacturers' Association.

This contribution by the Automobile Manufacturers' Association indicates that leaders of the motor industry recognize the opportunities for improving the accident situation and increasing the efficiency of highway transportation through the scientific development of sound engineering and administrative principles.

"Although all studies of accident causes are unanimous in their conclusions that from 80 to 90 per cent of traffic mishaps are traceable directly to some form of human fallibility on the part of the individual motorist or pedestrian," Alfred Reeves, AMA vice-president, said, "there is abundant evidence that through engineering, safeguards for the greater protection of highway users can be devised."

The new program of Harvard's Bureau for Street Traffic Research will be conducted by its Director, Dr. McClintock, along the same lines as those followed in the past. Falling within the scope of the program are such subjects as rational and uniform legislation and ordinances, police organization and enforcement of traffic laws, efficient traffic engineering technique and organization, and the design of new and basic types of traffic facilities especially for urban areas. The Bureau will continue its efforts to educate and develop traffic experts

Ford Puts March Schedule at 160,000

The largest domestic production of Ford V-8 cars and trucks since the V-8 engine was introduced, has been scheduled for March, the projected total being 160,000 units requiring a daily output of 6000. This compares with 77,947 last year and will bring output in the first quarter to more than 390,000 units.

through the cooperation of the university's Department of Government, and its Schools of Engineering, Business Administration and City Planning.

Under the Bureau's plan for cooperation with governmental agencies, provision is made whereby responsible officials of state and local governments may call upon the Bureau staff for information and advice bearing upon local problems of safety and congestion.

Coincident with the announcement of the Bureau's expanded program, it was revealed that Maxwell N. Halsey has been appointed its Assistant Director. A graduate of the Harvard organization, Mr. Halsey has held numerous responsible engineering positions in engineering and private organizations interested in traffic control problems, the most recent being that of traffic engineer for the National Bureau of Casualty and Surety Underwriters.

New Indiana Truck at $695

A new streamlined Indiana truck with a gross capacity of 11,000 lbs. and priced at $695 is anonunced by the White Motor Co. Deliveries will begin March 15. The 1935 production schedule on this model is 10,000. The new truck has a 263 cu. in. engine, hydraulic brakes, ventilated disk wheels, deep-skirted fenders, cadmium-plated radiator grille and a sedan type cab.

APEM Endorses Code Amendment Requiring Time & Half Over 48 Hrs.

A resolution endorsing an amendment to the APEM code requiring member employers to pay time and a half for all hours worked in excess of 48 per week, was unanimously adopted by the annual meeting of that organization held in Detroit on February 15. This amendment will make the parts makers subject to the same wage rules as have been in effect in the automobile manufacturing industry since the President extended its code in amended form on January 31.

C. C. Carlton was re-elected president of the association. The directors also named Ben F. Hopkins, Cleveland Graphite Bronze, vice-president; M. C. DeWitt, Champion Spark Plug, secretary, and William Hancock, of McCord, treasurer. C. O. Skinner continues as executive secretary.

The following were elected directors-at-large: C. S. Davis, Borg Warner; C. E. Wilson, General Motors; Vincent Bendix, Bendix Products; Mr. Hopkins, Mr. DeWitt, Lothair Teetor, Perfect Circle; and Hugh Weed, Carter Carburetor. The executive committee consists of: Messrs. Carlton, Bendix, Davis, and Hopkins.

The meeting discussed at length a proposed amendment to the code which will come up for hearing in Washington on February 27. This amendment more clearly defines the coverage of the APEM code and is intended to eliminate existing conflicts with various code authorities as to who has authority over certain manufacturers.

Mr. Carlton reported that a total of 10 supplements to the code have been approved and that five more await approval. He said that fair trade practices provided for the industry were generally disappointing, but he expressed the belief that policy changes impend in Washington which would permit insertion of better clauses on "selling below cost" and a more practical price filing provision.

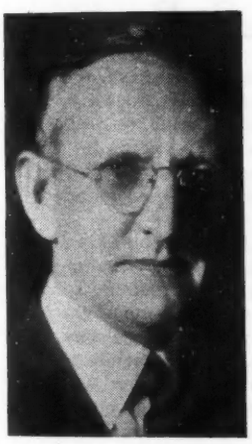
There have been few cases of flagrant code violation, Mr. Carlton stated, and all of them have been remedied, in most cases violators making restitution which in one instance amounted to over $6,000.

Mr. Carlton also discussed efforts of the

(Turn to page 150 in advertising section, please)

APEM Officers and Directors

(Ben F. Hopkins, not shown, is vice - president)



C. C. Carlton, President

C. O. Skinner Exec. Secy.

M. C. DeWitt, Secretary

Wm. Hancock, Treasurer

Vincent Bendix

C. S. Davis

Hugh H. C. Weed

C. E. Wilson

Lothair Teetor

Steel Price Changes Believed Unlikely

Begin Filing 2d Quarter Rates; No Slowing Down of Motor Purchases Seen

Filing of second-quarter prices with the American Iron and Steel Institute as code authority has begun. It is intimated there will be no changes from current quotations. If this proves true, steel buyers will have at least three months' respite from advances that may result in commodity values in general in consequence of the Supreme Court's gold decision.

The American Iron and Steel Institute's report for this week's rate of operations—49.1 per cent of ingot capacity—denoting a dip of approximately 3 per cent from the preceding week's operating rate, is interpreted in some quarters as denoting tardiness in adjusting primary production to finished steel demand rather than any slowing down in steel buying. One hears here and there of automobile manufacturers deferring the placing of orders for steel bars because of their inability to obtain as prompt deliveries of automobile sheets as perfectly coordinated assembly schedules call for.

Automotive buyers are well aware of the need for anticipating their requirements of full-finished sheets more so than those for other descriptions of steel. Speeding up of Chevrolet production next month is expected to make up for what easing off in Ford takings might come to pass. Automotive alloy steel specialists continue to operate at a satisfactory rate. Demand for manufacturing wire for wheels and upholstery springs is well maintained. Movement of bolts and nuts into automotive consumption continues brisk, predictions of price advances at the earliest possible moment being frequently heard.

Pig Iron—Takings by automotive foundries have now reached the point where Lake furnaces are shipping more iron than they are producing, the remedy for this condition being the lighting of furnaces now idle and some of which are being made ready for early resumption of output. The Middle West price for both No. 2 foundry and malleable continues to be $18.50, basing point.

Aluminum—Quotations for virgin metal are unchanged. The tone of the market for secondary metal is a shade easier, reflecting the better supply of scrap.

Copper—Copper and brass fabricators are taking relatively good-sized tonnages of "Blue Eagle" copper. The picture of the world market is also somewhat brighter, world stocks of refined copper having been reduced by 7,000 tons in January. The "outside" market is nominally quoted at 7.60 cents, as compared with the "Blue Eagle" price of 9 cents, delivered Connecticut point.

Tin—Following spells of weakness, resulting in part from the uncertainty over the gold decision and in part from the aftermath of the disturbance in the London market, Straits tin staged a recovery, spot metal being held at 50.45 cents at the market's close on Monday.

Lead—One of the two leading marketers continued to quote $1 per ton higher than the other at the opening of the week. An advance in ore prices gave the market a stronger undertone, immediate demand, however, being light.

Zinc—Firm and quiet.

GM Canadian Output for 5 Weeks Double '34 Total

Production of passenger cars and trucks for the first five weeks of this year by General Motors of Canada, Ltd., is more than double the output for the corresponding period of last year, according to C. E. McTavish, general sales manager. Quantity production has begun on the new model Master Chevrolet, he said.

Production schedules on both Pontiac and Oldsmobile have been increased, Mr. McTavish reported, as evidenced in the delivery of more than 1100 more of these cars than during the same period of 1934. Truck assembly for the period has increased 35 per cent over the same time last year.

Agency for Accrediting Engineering Schools Ok'd

Approval of the Engineers' Council for Professional Development as the agency for accrediting engineering colleges was conferred by the American Institute of Electrical Engineers recently, thus completing the authorizations needed to inaugurate the accrediting procedure which has already been approved by the other participating bodies—American Society of Civil Engineers, American Institute of Mining and Metallurgical Engineers, The American Society of Mechanical Engineers, Society for the Promotion of Engineering Education and National Council of State Boards of Engineering Examiners.

Accrediting of individual institutions and of curricula offered by them will be upon invitation of the institutions. Formal notification of the launching of the accrediting program will be sent by the committee to officials of the institutions in the near future.

Inquiries as to any phase of accrediting should be addressed to the Committee on Engineering Schools, Engineers' Council for Professional Development, George T. Seabury, secretary, 29 West 39th Street, New York, N. Y.

Discrimination No Problem; Bargaining Progresses in Industry, ALB Reports

Against a background of more than ten months spent in grappling at first hand with the labor problems of the automotive industry, the Automobile Labor Board, in a report to the President made public this week, paints a picture that contrasts sharply with the representations made in the Henderson report on the basis of a survey covering a few weeks.

The Henderson report, it will be recalled, charged that espionage systems are widespread, that the industry discriminates against age, and that hiring and rehiring methods are inequitable. It also concluded that many of the complaints against management—such as poor working conditions, terror, and discrimination—will disappear when and if facilities are fully extended for collective bargaining, a pointed thrust at the Automobile Labor Board.

Now there doesn't seem to be much point in maintaining espionage systems unless the information they produce is to be used to discriminate in one way or another against employees. On this point the ALB report says: "It is the Board's judgment after ten months of experience in the industry that discrimination caused by union activity or union membership is not a problem of any magnitude at the present time and has not been for some time in the past. Wherever agreements are made between the industry and the Board or the industry and labor to return men to work or to restore employees their seniority, it is the Board's information that these agreements have been fairly observed. Furthermore, in all of the many instances in which the Board has ordered individuals or groups back to work, they have been returned to work so far as the Board knows. Few cases have been brought to the Board's attention of violation of its orders and decisions."

The charges of inequitable hiring and rehiring methods and of discrimination against age, are all a part of the seniority issue. On this important topic, the ALB report says that since its seniority rules were promulgated, "the automobile industry has gone through one complete season of lay-offs and a large part of the next following season of rehiring. In view of the turnover of labor which normally takes place during such periods, the number of cases the Board has received involving seniority is relatively small. This fact and the Board's general familiarity with the situation lead us to conclude that in general the industry has observed the rules fairly and carefully. . . . The seniority system now in effect depends upon the President's Settlement. . . . Under the system and the Board's rules and rulings, every worker in the industry under the Board is protected by an orderly and legal method in his lay-off and rehiring, with review by the Board if necessary. He thus finds himself protected not only against the possibility of the lay-off period or the period of rehiring being used as a method of discriminating against him for ulterior motives growing either out of the struggles about organizing or out of alleged personal favoritism of the lower supervision, which causes so much uneasiness in the minds of the workers, but above all against the general hazards and uncertainties of lay-off and rehiring. . . ."

The reference to "personal favoritism of the lower supervision" is interesting in connection with the emphasis the Henderson report places on the alleged tyrannical practices of the industry's foremen.

The question of whether collective bargaining is—or is not, as the Henderson report concludes—being practiced in the industry, gets an emphatic answer in the ALB report. "So far as the practice of industrial relation in the industry is concerned, there can be no question but that the levels of prevailing relationships have been materially raised during the past year, and that collective bargaining between the management and representatives of many groups of workers is being extensively carried on through the industry. . . . In many plants the plant management regularly negotiates with shop stewards representing local organizations of the American Federation of Labor, and the Board has had reports from the officers of various unions that their relations with the company are satisfactory. The Board has dealt promptly with all complaints that representatives of employees are not being met for purposes of negotiating and bargaining.

Meet With AFL Unions

"Officers of the American Federation of Labor local unions in the automobile manufacturing industry constantly are engaged in negotiation with the managements on various matters. The great number of cases settled as a result of these processes of conference and negotiation is the best test of the degree to which the methods of collective bargaining are being observed within the industry. At the time of the large seasonal lay-off last summer, in one of the plants in the industry the officers of the union took up all of their complaints regarding the application of the seniority rules directly with the management of the company. After more than ten thousand employees had been laid off, there were only twelve disputed claims which were presented to the Board. . . . A similar record can be produced for a large number of plants in the industry.

"The Board regards collective bargaining as a peaceful process which can only be successfully worked out with patience and with understanding. It is perfectly clear from our experience that long formed habits cannot be overnight changed by fiat, and that the experience and skill requisite to successful negotiators cannot be suddenly supplied by mandate. Both the industry and employees have already gone a long way in learning what is required of them under the law and orders of the Board, and in adjusting their policy to these requirements. The opportunities which now exist in the industry for employees to present their grievances and to have them considered and disposed of in joint conferences are of inestimable value to the automobile workers and are so regarded by them."

Discussing elections, the report says ". . . 90 per cent of the eligible voters voted, and 94 per cent of those that worked on the day of the election voted. Those who have not voted represent, in the main, those employees who happened to be absent on the day of the election. They are clearly not members of any group who either have been instructed to abstain from voting or who themselves have resolved to do so."

Representatives elected have been invited to confer with the Board and several such conferences have been held, the ALB report says. At these meetings questions of immediate concern have been discussed as well as such details as time and place of meetings, the appropriate relations between the representatives and their constituents, the source and method of payment for time lost when acting as a representative and the like. On all of these matters the Board is working and will lay down rules and regulations governing the conduct of industrial relations under this relationship.

FWD Sales Up 91% in '34; Assets Eight Times Debts

Sales of FWD trucks during 1934 increased 91 per cent over 1933 and the increase in total business for the Four Wheel Drive Auto Co. from all sources climbed 69.2 per cent over the previous year, Walter A. Olen, president, announced at the annual stockholders' meeting last week. The meeting was held at the Clintonville, Wis., plant of the company.

Mr. Olen also reported there has been a 60 per cent increase in the total of man-hours of employment, and 11 per cent of the work increase was attributable to the application of the NRA code. Each man in the plant has a $1000 life insurance policy, partially paid by the company, Mr. Olen reported, and each employee also carries a health and accident policy. A chart was exhibited at the meeting showing the company's current assets 8.9 times greater than current liabilities.

Packard Schedules 4500 New Model 120 per Month

The new Packard plant in Detroit in which the Packard 120 is being produced officially went into production last Wednesday. Frank Couzens, Detroit mayor, drove the first of the new cars off the assembly line. At that time company officials announced the company will build 2000 this month, 4000 in March and 4500 per month after that.

Canadian Govt. Adamant On Drawback Enforcement

Efforts of the automobile industry within the past few weeks to dissuade the Canadian government from pursuing the new method of enforcing the drawback item have failed to bring a modification of the policy. Under the terms of the drawback item on automobile parts, a rebate of duty is allowed if the content of the finished product represents Canadian material and/or wages of 50 per cent. Prior to July, 1934, successive governments permitted manufacturers to qualify for the drawback on the basis of total plant production rather than on individual models.

However, according to officers of the Crown, the law intends the item to be administered on the basis of individual models and the change of enforcement procedure has been ordered. An amendment to the act, it is pointed out, would be necessary to retain the former regulations desired by manufacturers, and it is held unlikely the government has any intention of introducing such an amendment. It has been said, though, that the cabinet is not adverse to facilitating a reference of the question to the Tariff Board.

Commercial Vehicle Body Code Amendment Sought

An application to amend the commercial vehicle body industry's code has been submitted by the code authority for that industry. It is proposed to delete the parenthetical phrase in Article II "except those manufactured by or sold to the manufacturer or assembler of motor vehicle chassis" and substitute, in brackets, "except those manufactured by automobile manufacturers or assemblers and those manufactured by manufacturers who sell exclusively to automobile manufacturers or assemblers." A hearing on the application for the amendment will be held before Jo G. Roberts, NRA Deputy Administrator, in Washington, March 5.

Briggs Employment Gains

Employment at the Detroit plants of the Briggs Manufacturing Co. has risen to 29,000 workers, of which approximately 6500 were added during January, according to an announcement by W. P. Brown, general manager. The plants, the report indicates, are operating at a rate near to capacity.

The new and larger factory of the Mallory Electric Corporation at Fullerton and Cloverdale Avenues, Detroit

Green Tour Winds Up With Detroit Broadcast; Unions Consider Merger

DETROIT, Feb. 21—A. F. of L. president William Green's tour of automotive centers this week ended with a meeting in Milwaukee on Wednesday following which he left for Washington to testify in connection with pending legislation in Congress. He will be in Detroit on Saturday, however, when his speech will be broadcast over an NBC hook-up. Meetings scheduled for Lansing and Flint consequently were not held, the Federation claiming that they were cancelled before Mr. Green began his trip.

It is understood that the switch in Mr. Green's schedule in no way changes the plans of the Federation to formulate demands to be made on certain key plants. A strike vote already has been taken in one parts plant in Detroit and one is reported to be scheduled shortly by the federal union at the plant of the Kelsey Hayes Wheel Corp.

The Detroit Labor News, official paper of the Detroit Federation of Labor, in a leading story in its last issue, invited the MESA, the Society of Designing Engineers and the Dingmens' Association to join the American Federation of Labor, stating that the history of divisions within labor's ranks into various industries has shown that such disruption was fatal to unionization.

Matthew Smith, general secretary of the MESA, has issued a formal reply suggesting that contact committees from all unions involved meet and formulate recommendations to be carried back to their respective bodies. He stated that the unions should unite on a program of immediate demands involving the 30-hr. week, $40 minimum weekly wage and full wage insurance for unemployed workers. He declared also there should be an agreement on "rank and file control of officials and policy," thus voicing his objection to union operations being controlled by an appointed executive as in the set-up of the A. F. of L. unions.

Declaring that his organization has several thousand former members of the International Association of Machinists, an A. F. of L. affiliate, Mr. Smith asserts that if the MESA merged with the Federation, its members immediately would be passed through the federal locals back into the machinists' union. The matter then devolves into the question, "Will the MESA agree to be absorbed by the IAM? Will 7000 tool and die makers agree to join the IAM local with less than 100 members?"

Incidentally press reports say that in the coming MESA elections there is a possibility that Mr. Smith will be dislodged from his position of leadership.

DETROIT, Feb. 20.—President William Green, of the American Federation of Labor, is authorized to request a conference with Alfred P. Sloan, Jr., president of General Motors, for the purpose of negotiating a mutually satisfactory agreement relating to wages, hours and conditions of employment to be approved by the directors of the corporation and members of the United Automobile Workers Unions, according to a resolution unanimously passed at mass meetings held this week by the Federation in Cleveland, Toledo, St. Louis and South Bend, at which Mr. Green was the chief speaker.

The resolution condemns "those who prevented the President from having the benefit of the advice and counsel of our duly accredited representatives" in the renewal of the automobile code and protested the continuation of the Automobile Labor Board, asking that a new Board be set up under the provisions of Joint Resolution No. 44 of the last session of Congress. The resolution also expressed gratitude to Senator Lewis B. Schwellenbach for his interest in sponsoring an investigation of the automobile industry. The resolution is to be sent to President Roosevelt, President Green of the Federation, and Secretary of Labor Perkins.

In the resolution, the Federation is designated by those present at the meetings as "our bargaining agency between employer and employee in the automobile industry." Mr. Green, in addressing his audiences, warned that "if industrial strife results, it will be because of the failure of the employer to concede to his employees rights and privileges which the employer seeks to utilize for his own benefit while denying the same rights and privileges to his own employees."

AFL Detroit Meeting

It is understood that a resolution similar in every respect to the one passed in the four cities already mentioned was offered and presumably adopted in Milwaukee. Arrangements have been made for a national hook-up for the Detroit talk Saturday night over the network of the National Broadcasting System. It is reported that NBC is donating the time and will give the manufacturers an opportunity to reply later if they so desire.

The National Council of the United Automobile Workers Federal Labor Unions affiliated with the A. F. of L. will convene in Detroit on Feb. 23 with Mr. Green present, to lay general plans and to formulate demands on the automobile companies. It appears clear from the trend of the A. F. of L. program, that the Federation intends to make demands on certain companies. It is felt that these demands will be refused and that a strike is then likely to be attempted in the next two weeks. It seems to be the Federation's hope that it can tie up production sufficiently well that President Roosevelt will intervene, and as one of its peace terms the Federation would ask for abolition of the Automobile Labor Board.

In his speeches, Mr. Green has been advocating abolition of the Automobile Labor Board, the six-hour, five-day week without any reduction in pay, the annual wage basis, and elimination of company unions. He stated that there were now 176 automotive unions affiliated with the Federation and that they are to be formed into the International Union of Automobile Workers. When asked about a general strike in the industry March 1, Mr. Green said plans on that had not gone far but he recalled that talk of a general strike got action. "Those who would be free must strike the blow themselves," he declared. "But if reason fails and logic is ineffective we will lead our forces on the battle field and fight until we force recognition."

At the Cleveland meeting, F. J. Dillon, the Federation's Detroit organizer, struck a belligerent note when he said, "We are here to see if you are prepared to move out and stay out when the order comes." Mr. Dillon incidentally has recently addressed "large and enthusiastic audiences of automobile workers," an A. F. of L. statement says, in Washington, D. C., Atlanta, St. Louis, Janesville, and Chicago. At all of these meetings a resolution was adopted similar to the one voted at the Green meetings this week.

While the Federation apparently plans to use the endorsement it received at the Green and Dillon meetings to prove that it represents automotive workers, the difficulties it will face in authenticating its claim are obvious. This will be particularly true in Detroit, where in election after election held by the ALB, a government agency, only very small minorities have indicated that they wanted to be represented by Federation unions.

Last week, it is reported, a Federation local in Cleveland submitted a contract to Fisher Body, which labor leaders are said to view as a move for a determination of the questions at issue. The contract is said to ask for the six-hour, five-day week, minimum annual wages of $1560 for unskilled and of $1820 for skilled workers, arbitration of disputes, and full pay for employees found to have been fired unjustly.

Formation of the proposed International Union of Automobile Workers would put the automotive unions in much the same position as organizations in other industries. At present the locals are affiliated directly with the Federation, but under the new plan they would be members of the International which in turn would be affiliated with the Federation.

First ALB elections outside of the City of Detroit are being held this week. The nominating elections at the Pontiac and Fisher plants in Pontiac were scheduled for Feb. 21, and at General Motors Truck in Pontiac and at Fisher Body in Cleveland on Feb. 22. The final election at Packard is to be held in Detroit next Tuesday and on the same day nominating elections will be held at Graham's, Warren Avenue, Detroit, and Wayne, Mich., plants. Next Wednesday nominating elections will be held at the Olds plant in Lansing during the week at the Fisher and Reo plants in that city.

Out of a total of 66,122 votes cast in 15 plant elections in Detroit through Feb. 12, a total of 50,121 workers, or 76 per cent, designated no union affiliation. Employee associations drew 7,639 votes, 11 per cent, the AAWA 3,173 or five per cent, and the A. F. of L., 2596, or four per cent.

Through application of proportional representation, the ALB has increased the membership of the AAWA on the Hudson bargaining committee to put it on a par with the Hudson Industrial Association.

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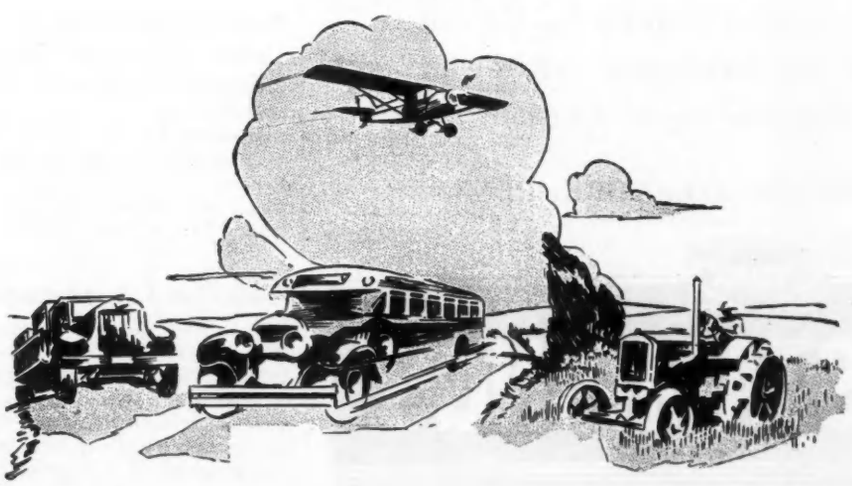

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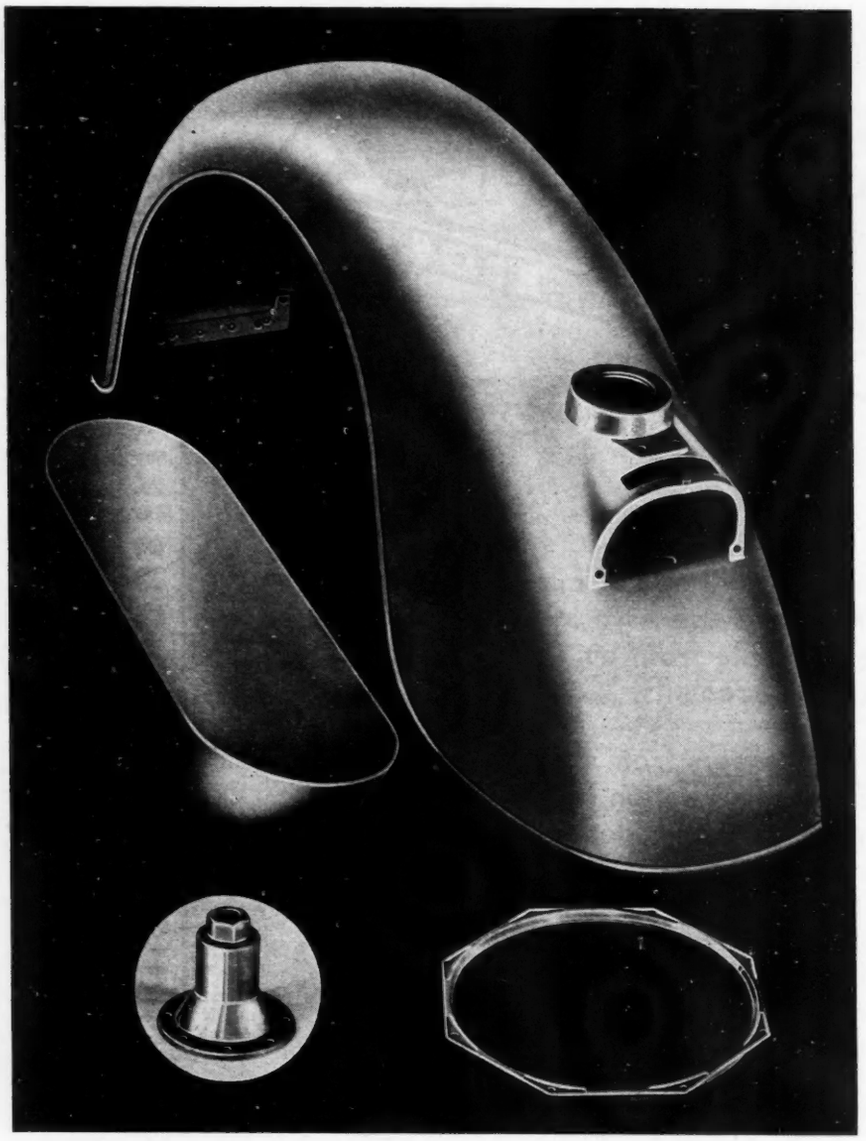

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GM Plans Production of Diesel-Electric Equipment

According to Alfred P. Sloan, Jr., GM president, General Motors plans to enter the railroad field with a line of diesel-electric locomotive equipment. GM is said to have taken an option on property near Chicago where a manufacturing plant is to be erected as a part of the Electro-Motive Corp. The new set-up will enable General Motors to produce complete diesel-electric locomotives for switching and for hauling standard railroad rolling stock.

New Coil Spring Concern to Open in Adrian, Mich.

The Stubnitz-Greene Spring Corp., said to be a $100,000 concern, will manufacture coil springs for automobile upholstering and furniture, and will occupy the former plant of the Adrian Wire Fence Co. at Adrian, Mich. Headed by M. Stubnitz as president and general manager and D. A. Greene as vice-president and treasurer, the company began moving into the Adrian plant this week. When in operation it is reported the concern will employ between 200 and 300 men.

B. H. Gerker Joins Carter

B. H. Gerker, formerly resident engineer with Chevrolet Motor Company at Flint, has been appointed production engineer with the Carter Carburetor Corporation of St. Louis.

The rapid growth of Carter Carburetor Corporation and greatly increased production, calls for an increased personnel in the Standards Division.

Woolman on NSPA Board

L. F. Woolman of the Allen Electric & Equipment Corp., Kalamazoo, Mich., has been appointed as ad interim director of the National Standard Parts Association by President Dave Rodger, to fill the vacancy created by the resignation of H. M. Smith. At the January board meeting Mr. Smith announced he had severed his connection with the Kellogg Equipment Corp., of which he was the official delegate.

Name Buchenberg to Ohio Labor Relations Board

The National Labor Relations Board has appointed A. E. Buchenberg, director of engineering for the Electric Auto-Lite Co. as a member of the Toledo panel of the Regional Labor Board for the eighth district. His appointment fills the vacancy created by the death of John A. Schultz, Jr.

Faeh C.A.T.A. Manager

A. C. Faeh, general manager of the Chicago Automobile Trade Association from 1930 to 1932, and more recently manager of the 1935 annual Chicago automobile show at the Coliseum, has been reappointed as the association's general manager, it is announced by M. J. Lanahan, president.

Business in Brief

Written by the Guaranty Trust Co., New York, exclusively for Automotive Industries

There was a slackening in activity in some branches of industry last week, but others continued to register gains. After 16 successive weeks of increases, steel operations fell off moderately. There was a further decline in commercial failures. Most of the losses in commodity markets at the beginning of the week were made up by strength during the latter part. A good volume of both retail and wholesale trade was reported.

Car Loadings Decline

Railway freight loadings during the week ended Feb. 9 totaled 592,560 cars, which marks a decrease of 5604 cars below those during the preceding week, an increase of 18,662 cars above those a year ago, and an increase of 89,897 cars above those two years ago.

Store Sales Lower

Sales of department stores during January decreased by more than the estimated seasonal amount. The preliminary adjusted index of the Federal Reserve Board for that month stood at 72, based on the 1923-25 average as 100, as against 76 for December and 73 for November.

Chain Sales Gain

Sales of 22 store chains during January amounted to $111,495,200, which marks an increase of 4.5 per cent above those in the corresponding period last year. Sales of two mail order companies for January were 12.3 per cent above those a year ago.

More Current Produced

Production of electricity by the electric light and power industry during the week ended Feb. 9 was 6.8 per cent above that in the corresponding period last year.

USCC Report Encouraging

A report issued by the Chamber of Commerce of the United States indicated that business improvement continued during last month. It was stated that industrial production last year was about 25 per cent above that in 1932, which was the low year of the depression.

Crude Oil Output Up

Average daily crude oil production for the week ended Feb. 9 amounted to 2,511,150 barrels, as against 2,448,000 barrels for the week before and 2,284,200 barrels for a year ago.

Fisher's Index Higher

Professor Fisher's index of wholesale commodity prices for the week ended Feb. 16 stood at 82.4, as against 81.7 the week before and 81.6 two weeks before.

Federal Reserve Statement

The consolidated statement of the Federal Reserve banks for the week ended Feb. 13 showed an increase of $1,000,000 in holdings of discounted bills. Holdings of bills bought in the open market and of government securities remained unchanged.

SAE Fixes Procedure for Giving Lubrication Data

A uniform and simplified procedure for supplying motor-vehicle lubrication data by the equipment manufacturer to the various interested organizations such as the oil companies, trade papers, etc., has been developed by the lubricants division of the SAE Standards Committee.

In accordance with the committee's recommendations, the SAE has printed a standard form—Motor Vehicle Lubrication Data Form—in four sheets, containing all the information necessary to cover every phase of the lubrication of any vehicle. By using this form, the manufacturer can fill in the approved data and then make copies by blueprinting, photostating, or lithographing. These copies would be mailed to interested people in much the same fashion as the AMA specifications questionnaire.

This project originated with a suggestion made some time ago by L. A. Danse of Cadillac Motor Car Co. The committee appointed to develop the project consisted of Dr. K. G. Mackenzie, Sydney Bevin, C. M. Larson, G. A. Round, E. W. Upham, H. C. Mougey and A. L. Clayden.

J-M Publishes "Noise Fighters"

Johns-Manville has just published a booklet entitled "Noise Fighters" describing the work of its acoustical research laboratories, which include, among other activities, the study of automobile body noises.

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Merz Succeeds Edenburn as Indianapolis Steward

Charles Merz, former race driver, has been selected to succeed the late W. D. Edenburn as steward in charge of the annual 500-mile race at the Indianapolis Speedway, and official representative of the Contest Board of the American Automobile Association. As such he will be in charge of all drivers during both their qualifying runs and their actual competition and will take an actual part in the settlement of all disputes.

ALB's End, 30-hr. Week Sought by Mich. AFL

Resolutions favoring a 30-hour week for Michigan industries, and a request that President Roosevelt abolish the Automobile Labor Board and place the functions of this board in the hands of the National Labor Relations Board were passed at the annual state convention of the American Federation of Labor in Lansing last week.

Conditions in automobile plants throughout the state were attacked by several speakers at the meeting, and it was indicated that definite action to bring about changes would be taken before March 1.

First Packard 120 Off the Line

Alvan Macauley, Packard president, and Mayor Frank Couzens of Detroit participate in a broadcast of the ceremonies held in connection with putting the new medium-priced Packard into production

President Asks NRA Extension, Leaves Job of Solving Problems to Congress

WASHINGTON, Feb. 20—Leaving to Congress the job of working out the detailed answers to many of the problems that have plagued NRA, President Roosevelt today urged extension of the National Industrial Recovery Act for two years, continuing its fundamental purposes and principles.

His recommendations, which were couched in general terms, may be summarized as follows:

Further definition of the policy and standards of the Act to clarify the administrative job.

The government should have power to impose codes consisting of minimum standards of fair competition, including particularly labor standards.

Collective bargaining rights should be protected.

Fundamental principles of anti-trust laws should be more adequately applied with "private price fixing" barred. In natural resource industries, destructive price-cutting and competition should be prevented under government supervision.

The way to enforce laws, codes, etc., relating to industrial practices is not to put people in jail. By implication, the President appears to favor wider use of injunctions and of "cease and desist orders."

Detailed recommendations along these lines, but in rough form have been made by various departments and agencies of the government, the President indicated, and are available to Congress.

The President's reference to "private price fixing" is not interpreted as precluding open price filing under proper conditions.

Regent Maroon Preferred Car Color, Survey Shows

A questionnaire, conducted by the Automobile Color Index, and sent to approximately 1000 automobile executives, designers, dealers and advertising men, shows that Regent maroon, a very dark and heavy shade, is the leading color preferred this year for motor cars. Each recipient of the questionnaire was asked to make a first, second, and third choice from 72 actual samples of colors sent. The answers also showed that blue is still a favorite, for four out of the 10 selections gave blue, in one shade or another, as a preference.

Flanagan Joins Rowland

James F. Flanagan, who for the past 16 years has been vice president and secretary of the Burton Auto Spring Corporation of Chicago, has joined the firm of William and Harvey Rowland, Inc., Philadelphia, which he will represent in the west and middle-west, with headquarters in Chicago. The Rowland firm has a manufacturing plant in Chicago from which it supplies the jobbing trade in the western part of the country.

N.A.M. Tabulates Security Bill Costs

The National Association of Manufacturers has made the following tabulation of the direct costs to industrial employers of the Social Security Bill now before Congress.

	1936		1937		1947	1957
Annual Payroll	Minimum	Maximum	Minimum	Maximum		
$100,000	$1,000	$3,000	$1,500	$3,500	$4,500	$5,500
500,000	5,000	15,000	7,500	17,500	22,500	27,500
1,000,000	10,000	30,000	15,000	35,000	45,000	55,000
3,000,000	30,000	90,000	45,000	105,000	135,000	165,000
10,000,000	100,000	300,000	150,000	350,000	450,000	550,000

In addition to this direct cost is the employer's share of additional Federal expenditures now provided in the bill—$217,500,000.

In addition also is the employer's share of state old age assistance plan, state mothers pension plans, state plans for child health, all provided for in this bill.

The employer must eventually also pay huge special expenditures which the old age assistance and old age pension provisions of the act will require, since as now proposed the costs set forth above will be insufficient to keep the plans solvent.

Senate Judiciary Committee Gets Black 30-hr. Bill Despite Bitter Opposition

WASHINGTON, Feb. 21 — Opposed by the administration and bitterly fought by industry, the Black 30-hr. Bill was ordered favorably reported to the Senate Judiciary Committee by a special sub-committee late yesterday. No announcement of the sub-committee's action was made, but authoritative sources revealed that the measure was endorsed and it will be considered next Monday before the full committee. Senator Austin, Republican from Connecticut, has announced he will present a minority report.

The Connery 30-hr. Bill is somewhat different from the Black measure, but both provide a rigid 30-hr. week. Representative Connery is preparing to bring his bill up before the Committee on Labor for reporting to the House.

Despite industry's contention that passage of either of these bills would mean more rather than less unemployment, supporters of the measures, urged on by the American Federation of Labor, are pushing enactment of the legislation vigorously. Many believe that the legislation will be passed by both branches of Congress with opponents confident that the President will veto it.

Coming on top of these developments, Senator Wagner today re-introduced his Labor Disputes Bill. The Bill provides for majority representation, prohibits financing of labor organizations by employers and in general is patterned after the railway labor law.

Report New Franklin Car in $1000 Class

Plans for the introduction of a new air-cooled Franklin car to sell in the $1,000 class have been announced by J. E. Williams, president of Franklin Motors, Inc., according to recent reports. Some delay, it is reported, has been experienced in completing the financial details of the new company following acquisition of the assets of the H. H. Franklin Co.

Bigness Through Skill Economically Justified

During his interview this week with the press regarding the Administration's recommendation for continuation of the National Industrial Recovery Act, Donald Richberg, National Emergency Committee director, was asked about so-called monopolistic practices as related to the automotive industry. His attention called to the Henderson report which spoke of the position of the "big three" in the industry, Mr. Richberg said there was no question about that tendency, but, he pointed out, it has nothing to do with codification. It is, he declared, a matter of efficiency. There has been a steady increase in wages and quality, he declared, and a decline in prices.

"Where large enterprise is built on efficiency it has economic justification," said Mr. Richberg. "There is no justification where it is built up by sweating labor."

Ford Rouge Plant Current Consumption at '29 Level

The electric current consumption at the Rouge plant of the Ford company is reported to be at an average of 61,000,000 kw.hr. per month, paralleling the 1929 consumption record, the peak year since the company's founding. Statistical records show that the amount of current required to build the present V-8 is two-thirds greater than that necessary for the heavy production of Model T's during 1924 and 1925.

Preble, Van Deventer Met Section Speakers

The "Met" section of the S.A.E. will stage a transportation and maintenance activity meeting in New York on March 11. T. L. Preble, Tidewater, and F. M. Van Deventer, Cities Service, will be the speakers.

NSPA Moving Offices

On March 1 headquarters of the N.S.P.A. in Detroit will be moved from the Eaton Tower location to larger quarters at 1420 United Artists Building.

The entire working force of your plant may be caught in the grip of Oil Dermatitis. Carried from worker to worker by cutting oils and cutting compounds infected during use, this serious skin disease spreads rapidly . . . crippling production . . . lowering plant efficiency. It costs owners millions of dollars each year.

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Plan to Modify Compliance Certificate Ruling Will Lift U. S. Ban on Ford Cars

Overtures of peace are being made to the Ford Motor Co. by government officials so that government departments may purchase Ford cars and trucks despite the fact that the Ford company does not have a Blue Eagle. The efforts under way also would apply to other companies which have declined to sign the certificate of compliance as provided for by the executive order of March 14, 1934, which made such a certificate necessary in order to sell supplies to the government.

The move toward peace with Ford involves study of the executive compliance order so that it may be interpreted to permit purchase by the government department of Ford cars and trucks without actually requiring the company to sign a certificate of compliance. The company's present policy of complying with the code will be all that is necessary to open the doors to it for government business.

Already some important purchases of Ford trucks have been made, so that the pending ruling will be a confirmation of the new policy of government departments and a formal and official precedent for proceeding with additional purchases. It is reported the new ruling is in contemplation by reason of plans of the War Department to advertise soon for 2500 trucks. Recent purchases of Ford trucks were made by the Department of Agriculture, which bought 400 while the Interior Department purchased 25.

Because of the importance of the change in policy it is assumed that it was inspired by the President himself and found ready response at the hands of the NRA and other government units. The ruling being prepared is being studied in the office of the Controller General with the assistance of Frank Healy, chief of the government contracts division of NRA. The part, if any, taken by the Ford company, has not been made known.

The first relaxation in the attitude of the government toward the Ford company was announced by an NRA order of Jan. 16 which granted to government departments authority to buy repair and replacement parts for Ford automobiles and trucks now owned by the government without requiring submission of a certificate of compliance with the code from the manufacturer.

Proposed Mass. Law May Require Speed Governors

The Massachusetts Legislature is considering a law to put governors on all new cars, and possibly on some of the old ones. Morgan T. Ryan, former Motor Vehicle Registrar, was one of those who spoke in favor of it at a recent hearing in Boston. Frank A. Goodwin, his successor, spoke against it. There may be compromise legislation allowing the Registrar to require owners who continue to do too much speeding and figure in accidents to place governors on their cars at the direction of the Registrar.

Evans Makes New World Record With Diesel Job

Dave Evans driving his Hemphill Diesel created a new world's record of 125.069 m.p.h. for the straight away mile at Daytona Beach, Fla., on Friday, Feb. 15. Evans' racer was powered with a Waukesha comet head Diesel engine, 5 x 5½, 6 cylinder. The previous mark was 120.33 m.p.h. established by George Eyston, English driver, on Montlhery Speedway last year.

Aircraft Yearbook Ready

The Aeronautical Chamber of Commerce of America, 30 Rockefeller Plaza, New York, will shortly issue two annuals, viz., the Aircraft Yearbook for 1935, which will be the seventeenth edition of this annual, and the Junior Aircraft Yearbook for 1935, which will be a second edition. The first volume is offered at $3.50, and the second at $1.50 per copy. The Aeronautical yearbook covers the activities of the American aircraft industry during the past year, giving statistics, photographs of new planes, an aeronautical directory, etc. The Junior Aircraft Yearbook is intended for model builders and young persons interested in aviation in a general way.

Bendix Corp. Acquires Zenith-Detroit Corp.

The Bendix Aviation Corp. has acquired the Zenith-Detroit Corp., according to Vincent Bendix. Hereafter the corporation will be known as the Zenith Carburetor Company, Mr. Bendix said. The operation of the Zenith Carburetor Company will be continued as heretofore in the Detroit plant of Zenith.

The executive staff of Zenith company will continue to be headed by Victor Heftler, who has headed Zenith since its organization. Mr. Heftler will be assisted by B. W. Westcott, vice-president and assistant general manager. The two companies, Zenith and Bendix-Stromberg, will continue to function as they have in the past, that is, separately, but will be in thorough cooperation. Zenith will take over the distribution of Bendix-Stromberg products in Europe.

Annual Profit and Loss Statements

	1934	1933
Briggs & Stratton Corp.	+$504,498	+$252.067
Cleveland Welding Corp.	+ 28,068	+ 42,036
Ex-Cell-O Corp.	+ 104,301	— 63,118
Gemmer Mfg. Corp.	— 13,047	— 32,117
J. W. Watson Co.	— 302,385	— 225,446
Houdaille - Hershey Corp.	+ 931,401	— 113,900
McCord Radiator Co.	— 27,509	+ 24,757
Sterling Motor Truck.	— 42,283	.....
Ross Gear & Tool.	+ 248,476	+ 139,091
Motor Wheel Corp.	+ 409,673	+ 122,168

Postpone P-A Hearing

A hearing on the proposed reorganization of the Pierce-Arrow Motor Co. was postponed this week until Monday, Feb. 25, by consent of Federal Judge Harlan W. Rippey, sitting in the United States District Court at Buffalo. The hearing will be held before Judge John Knight, if he has returned from a mid-winter vacation, otherwise Judge Rippey will preside.

Dodge Appoints Newbold

E. E. Newbold has been appointed regional truck manager in the New York region for Dodge Brothers Corp., according to Frank J. Timmens, Dodge New York regional manager. Mr. Newbold will work principally with dealers in developing the commercial car and truck markets.

Close Citroen Offices

American offices of Citroen, located at 968 National Bank Bldg., Detroit, are being discontinued, according to E. R. Frederick, who has been the American manager of Citroen since offices were established here in 1924.

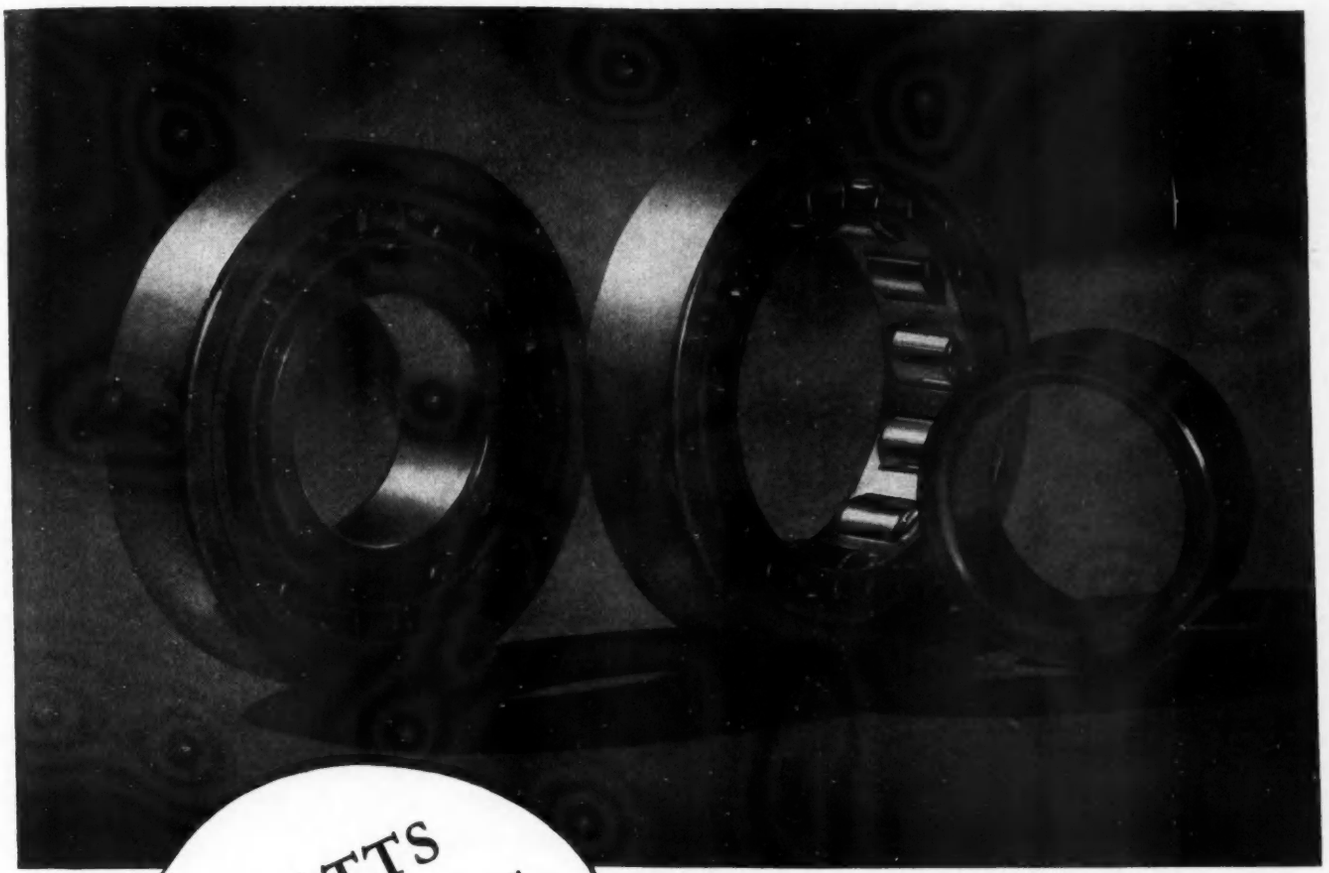
CALENDAR OF COMING EVENTS

SHOWS

Evansville, Ind. Automobile Show. Feb. 23-27
Des Moines Automobile Show Feb. 25-Mar. 2
Minneapolis Automobile Show. Mar. 9-16
Mankato, Minn., Automobile Show Mar. 16-23
Machine Tool Exposition—Cleveland Sept. 10-21

CONVENTIONS AND MEETINGS

5th Annual Automotive Maintenance Meeting, Philadelphia ..... March 5-8
U. S. Chamber of Commerce Annual Meeting, Washington, D. C. Apr. 29-May 2
Lafayette, Ind. (Purdue University), Automotive Service Conference, Mar. 21-22
S.A.E. Summer Meeting—White Sulphur Springs, Va. ..... June 16-20
American Society for Testing Metals, Detroit ..... June 24-28



Hyatt HY-LOAD Solid Roller Radial Bearings shown complete with inner race and with inner race removed.

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Throughout the many years Hyatt Roller Bearings have been serving and saving, three outstanding reasons we like to believe are responsible for their widespread use. Continuous development of correct design, quality manufacture and sound application engineering. In product design, product manufacture and product application Hyatt factory and field forces are diligently striving to keep Hyatt Roller Bearings not only abreast of demands but as far out in front as possible.

Thus with Hyatt Roller Bearings right from the start—designed right, built right, and applied right—you have the answer to dependable performance wherever these better bearings are used. Hyatt Roller Bearing Company, Newark, Detroit, Chicago, Pittsburgh, Oakland.

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